

SELECTED ARTICLES FROM WILMINGTON, NORTH CAROLINA
NEWSPAPERS FROM 1833 THROUGH 1843
CONCERNING THE BUILDING OF THE
WILMINGTON & RALEIGH RAIL ROAD

Compiled by James C. Burke

Transcribed by Edmund R. Burke

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1. TO BRIDGE BUILDERS.

It is intended to build a Bridge across the N. East branch of the Cape Fear River, about one mile above Wilmington, and a few rods below Hilton House. The Bridge is to be of the best wooden materials, and on that plan which may be most approved when suggested. The River is about 630 feet wide, of which about 575 feet are within the channel, which varies from 20 to 33 feet in depth at low water. The ordinary rise and fall of the tide, four feet.

The subscribers invite Bridge Builders to offer plans of the Bridge, and proposals for building it accordingly. If any plan, which may be suggested, shall be adopted, and the contract for building not given to the person suggesting it, the sum of \$50 will be paid for the plan.

Proposals will be received by the Subscriber until the 15th April next.

WM. B. MEARES
Chairman of Committee
tf 10

Wilmington, March 13, 1833

The editors of the Raleigh Register, Raleigh Star and Hillsborough Recorder, are requested to give the above two insertions, and forward their accounts to this office.

The Peoples Press and Wilmington Advertiser,
March 27, 1833.

2. RAIL ROADS AND RUIN.

The Petersburg (Va.) rail road, has already greatly enhanced the value of property, in that town: and so clearly, are the stockholders satisfied with the experiment, that they are contemplating a scheme, to extend it to Fayetteville in this State. It is said, that a petition to that effect, will be presented to our legislature. They propose that the State, shall regulate the tolls; are even willing to give it a bonus for the privilege. If the legislature grants the petition, and we do not see how they can refuse to do so, Wilmington is ruined. The people of the State are now absolutely impoverished, by horses and wagons, necessary to take their produce to market. If others, without any expense to the State, or to those living in the State, will construct a rail road, which will save them more than two thirds the expense in money, and five hundred per cent in time, the legislature will be compelled to grant the privilege. The people will see, that it is to their interest, to have a rail road; and will favour it.

Notice has already been taken of the efforts of the citizens of a part of Tennessee, South Carolina and Virginia, to locate two rail roads in the western part of this State. If these plans succeed, Wilmington is a ruined town. Those who have it in their power, whose interest is vitally connected with the prosperity of this Port; and the honor of this State—may sleep on—houses without tenants—lots without houses—shipping without freight—and wharves without shipping—Certain irremediable ruin stares them in the face. ‘Do or die’.

T.

The Peoples Press and Wilmington Advertiser,
March 6, 1833.

3. ROAD TO RALEIGH.

The Peoples Press and Wilmington Advertiser,
June 19, 1833.

4. INTERNAL IMPROVEMENTS.

At a meeting of the citizens of the town of Wilmington and New Hanover county, convened by public notice at the Court House, on the 26th instant...

Resolved, That this meeting approve of a plan to construct a Rail Road between Raleigh and Wilmington, and the citizens of Wilmington hereby pledge themselves to co-operate with the citizens of Raleigh (and all other persons interested) in the construction of a Rail Road between their respective towns.

Resolved, That our Delegates be instructed to protest against any plan of internal improvement, by rail roads or otherwise, which may tend to carry the resources and trade of North Carolina into adjoining States.

The People's Press and Wilmington Advertiser,
June 26, 1833.

1. AN ACT TO INCORPORATE THE WILMINGTON AND RALEIGH RAIL ROAD COMPANY.

[This issue of *The Peoples Press and Wilmington Advertiser* contains the complete Act.

Be it enacted by the General Assembly of the State of North Carolina and it is hereby enacted by the authority of the same, That it shall be lawful to open books in the town of Wilmington, under the direction of Edward B. Dudley, P.K. Dickinson, Robert H. Cowan, Aaron Lazarus, James Owen, William B. Mears, William P. Hort, Alexander McRae and James S. Green, or any five of them...

The People's Press and Wilmington Advertiser,
March 26, 1834.

2. FAYETTEVILLE RAIL ROAD.

From the Fayetteville Observer:

As our paper is going to press, the ground is first about to be broken towards this enterprise, on which so many hopes are founded of future prosperity and elevation of character. Particulars of the ceremony will be given in our next.

At present the object of those who have engaged in this work, is merely to make a beginning; to construct a road from the river to the foot of Haymount, a distance of about two miles. When that shall have been completed, it is hoped that it will lead our friends in the West, who will then have an opportunity of witnessing its practical utility, to interest themselves in extending its benefits to their own doors. Without their assistance, the people of Fayetteville cannot hope to carry the work far beyond their limits. With it, every thing may be accomplished,--every thing needed to promote their own as well as our prosperity.

It is expected that the work now contemplated will be completed during the ensuing summer. A large lot on the river, which has the advantage of one of the best landings, and fronts Person and Hay streets, has been purchased by the Directors of the Company, upon which the Corner Stone is this day to be laid. The lot adjoins the Clarendon Bridge, and is so situated that the road will run in nearly a direct line, without in any instance touching private property. The materials have all been contracted for, and the energetic character of the President and Directors is the best guaranty that the work will be prosecuted without loss of time.

The Peoples Press and Wilmington Advertiser,
May 21, 1834.

3. INTERNAL IMPROVEMENT.

It becomes us to avoid every thing calculated to distract the public attention, or weaken the bond of union in which consists our strength and which is necessary to ensure success. But we feel that we should be faithless to the public should we fail to notice the Address of the CENTRAL COMMITTEE, to the citizens of North Carolina, on the subject of internal improvement. We object, in the first place to the remark, that “We have no mercantile marine, *beyond a few miserable coasters*, and a few keel and steam boats &c.” The committee are guilty of intentional error, or of inexcusable ignorance. In the Press, of August last, was published an address by the committee of Correspondence of this Town, to the citizens interested in the Wilmington and Raleigh Rail Road, stating that upwards of 4000 tons of shipping were owned in Wilmington, nearly *all* engaged in *foreign commerce*, and that vessels drawing 12 feet of water could go to sea from our wharves on the highest spring tides. Since that period, the tonnage owned in this town, has increased to upwards of 5000 tons. There is a fine new ship of 316 tons, a regular Liverpool trader, built here, and several brigs, owned by our citizens, of more than 200 tons, besides schooners of the first class, from 1 to 200 tons—which, it is true, may be miserable coasters, in the opinion of the Central Committee. We object to the proposition to construct the *first* rail road, from the southern boundary to form a connection with those from Petersburg and Norfolk. Such a road would be intersected by every road, river and canal conveying produce from the interior; and this produce would consequently go to Petersburg or Norfolk. The current of trade, thus firmly established could never be diverted, and the interior of the State would become tributary to Virginia, and the whole sea-board abandoned to utter ruin. Under such circumstances, what rational hope could the people of the sea-board entertain from constructing a road to intersect the great transverse route, what would the citizens in the interior care about such a route to our own seaboard, possessing already one of primary importance to Norfolk! If the object to the Committee be to divert the trade of North Carolina from South Carolina and Virginia, the *first* rail road constructed should be from the interior of the State to Beaufort, or some other port in North Carolina. No connection should be formed with those of Norfolk and Petersburg, until the current of trade is firmly established in its proper channel. This being accomplished, the people in this quarter would not wish to interfere, to retard the general plan of internal transportation, that our Legislature or the citizens of the State may think proper to adopt.

We will only add, that there are, at this time, 13 vessels in this port, 8 of which belong to Wilmington, and that the tonnage of the 8 amount to about 1400 tons.

The Peoples Press and Wilmington Advertiser,
May 14, 1834 .

4. WILMINGTON & RALEIGH RAIL ROAD.

We shall endeavor to give glories a jog, by inserting in our next paper, the Act of Incorporation of the Wilmington and Raleigh Rail Road Company.

The Peoples Press and Wilmington Advertiser,
March 19, 1834.

5. To the Editor of the Cape Fear Recorder.

Sir:

Perceiving in various newspapers a paragraph which states, tht all idea of ever connecting the Pee Dee and the Cape Fear, by a canal must, in the opinion of Mr. Fulton, be abandoned; and also, that it appears the “*ridge might be crossed at a lower level summit than the one over which the survey has been carried, by extending the line more towards Rockingham*”—and, should it be the case, “*it might be advisable to connect them by a TIMBER RAIL ROAD, similar to that proposed to improve the Narrows of the Yadkin.*” I beg to say a word or two on the subject.

(In the preceding paragraph, the “lower level summit,” and the “timber Rail Road”—indeed, every thing relating to Mr. Fulton’s conduct and opinions will now be regarded with attention.)

I have ever been averse to River Navigation, owing to its expense and uncertainty, and hence I view Roads as the only *present* legitimate object of (public) pursuit in both the Carolinas. It has forcibly struck me, that *if Wilmington chose to render herself the depot of domestic produce for the upper parts of South Carolina, and the lower parts of North Carolina, she would have it completely in her power to become so.*

From the neighborhood of Chatham, (Cheraw,) to Elizabethtown, on the Cape Fear it is not, in a direct line, more than fifty miles, and through a country, if I am correctly informed, admirably calculated, from position, and growth of Timber, for a Rail Road, *of either Wood or Iron.*

(If favorable to a Rail Road to Chatham, now Cheraw, how much more so must it be to Darlington?).

Elizabethtown is, I apprehend, a place always accessible to (Steam) Boats, but, should not this be the case, it would be easy to terminate the Road at a point that was so. Under this idea, I would submit to the inhabitant of Wilmington, whether it would be correct, in them, to call the attention of the Engineer, *specially* to the subject.

(This is but an extract of the communication. It appeared in the *Recorder* late in February, or Early in March, 1820.)

AGRICOLA

From the Borders, Feb. 10, 1820.

P.S. Lumberton and Darlington are in the direct line of a Rail Road Route which sooner or later will run at or near the base of the primitive formation in Virginia, the Carolinas, Georgia, &c. &c. &c.

The Peoples Press and Wilmington Advertiser,
Dec 4, 1833.

6. INTERNAL IMPROVEMENT.

The following communication was promised our readers a few weeks ago. Its publication has been delayed on account of the absence of several of the Committee from town. The letter has the sanction of many respectable and influential men at Darlington Court House. Any remarks by us we conceive unnecessary, as the intelligence of our community is sufficient to decide on the merits of the proposition. The U.S. Engineers arrived at this place on Monday, and departed on Wednesday last, on a survey of Waccamaw Lake, and the route from thence to the Cape Fear.

Darlington Court House 25th Aug. 1834.

GENTLEMEN:

It is now fourteen years, since, when addressing the Editor of the *Pee Dee Gazette*, then published at Cheraw, (Chatham,) I said, “I would beg to call your attention to the site of a Road, that will, I presume, be found to be well calculated for a Railway, between Cheraw or its neighborhood and Elizabeth Town on the Cape Fear. It is, I believe, at Elizabeth Town, that is to be found the head of permanent Navigation.” The Editor, in a Note, added “I cannot see the utility of such a Rail Road on this route, when we have a navigable River to the ocean, whereupon a 40 horse power Steam Engine can run most of the year. Should it be hereafter found, by experience, that Steam Carriages on Railways are preferable to Steam Boat Navigation, then it may become a question from what points of the sea coast they shall commence.—WILMINGTON MIGHT BE THE MOST CONVENIENT POINT FOR THIS (*the Chesterfield, Marlborough, Marion and Darlington*) SECTION OF COUNTRY. *Perhaps in regard to ground and timber there is no where to be found a more favorable site for a Railway than from Wilmington to Cheraw.*”—(*Pee Dee Gazette*, October 4th, 1820.)

Such, Gentlemen were my sentiments in 1820.—They remain the same in 1834, but receive more full confirmation, when I propose to replace Darlington for Cheraw, and recollect its more immediate relation to Wilmington!

The object of this address, is to call the attention of the Commissioners and Members of the Whiteville, Waccamaw, & Cape Fear Canal and Rail Road Company, to

a subject that as far as my knowledge of Topography extends, is well, very well worthy, not only their candid attention, but their serious consideration. As to public sentiment on the west side of the Pee Dee, and especially at Darlington, I must do justice to the subject, add, that my opinions are both strengthened and confirmed by a recent intercourse with the people of Darlington, Cheraw and Society Hill.

This intercourse was induced by the proceedings of the citizens of Sumter, who declared themselves in favor of a Rail Road from Cheraw to Charleston; and called on the neighboring Districts to aid them in the work. At Darlington, I found, in addition to a wish for a union of interests with Chesterfield and Sumter, an idea that a Road to Lumberton, by Cashua Ferry or its vicinity, in the event of the want of co-operation of the other Districts, existing in full vigor. At Society Hill, the intelligent and liberal seemed to wish to forward and foster the road to Charleston. At Cheraw, the idea was so novel, that it is not possible to say at present, whether they will or will not think it worth while to sustain a road to Charleston; but there is little doubt, that the superior advantages of Charleston to Georgetown will induce them to patronize, contribute to, and sustain it in a liberal and energetic manner provided the claims of Wilmington are not such as to induce the people of Cheraw to carry their cotton to Darlington, or the River, which, as has been already observed, must become the South Carolina head, as Wilmington will be the North Carolina head, of a new, important, and influential line of Rail Road, and both as to value and amount, an almost infinite channel of commerce, correspondence, and communication.

The Road, once arrived at Darlington, all the ordinary roads proceeding there from, to either Chesterfield, Lancaster, Kershaw, Sumter or Williamsburg will be found to be of the most superior description. They are easily kept in order by the statute labor of the country; and with the exception of the Rivers, (and these are to be passed with ease) afford an admirable foundation for the Rail Road, which to use the words of the North Carolina report will eventually “run from South to North (N. E. to S. W.) extending through the State from Virginia to S. Carolina; and which will find its most eligible location through the flat alluvial Region.” Taking all these & many other circumstances into consideration, I cannot but believe that this is the “tide of time” which taken at its “turn” will lead Wilmington on to “its fortune,” and enable it to become the port of Eastern South Carolina; and if the Scottish maxim be a correct one, that “many Mickles make a Murkle”—a port of great importance—Henceforward she may be the head of a channel of trade which in despite of all obstinate opposition and jealous rivalry, whether real or supposed, will place her in a situation of true if not exalted eminence.

All accounts unite in assuring us, that, in all the Rail Roads hitherto constructed, an immense portion, if not fully two-thirds of the profit to be derived, is from Passengers. What then will not be the benefit to Wilmington, when, as of late, Steamers shall ply, and in an indefinitely greater number from the Ports of the Hudson, the Delaware and the Chesapeake to the South for the conveyance of Passengers and light freight. For the *modus operandi* in the creation of Rail Roads to be adopted. I would refer to the resolutions of the meeting of the citizens of Darlington on the 18th inst., a copy of which

is to be published in the Cheraw paper, and has been ordered to be forwarded to Dr. Hort.—To them I ?? your serious attention.

Thus Wilmington will be recompensed for any imaginary deficiency which may arise from its inaccessibility to ships or heavy burthen—and, I apprehend more than recompensed for a given tonnage, distributed into 10,000 Tons in 100 vessels, will surely produce more local benefit than if it were comprised in 20 vessels.

Hence, it is proposed that your company, aided, it is to be hoped, by a large number of your citizens who hitherto have not been alive to the importance of the measure, should now look to the opening of the Road, from its western termination (supposed to be Whiteville) to the Eastern Frontier of S. Carolina, somewhere near Fair Bluff and thence *via* Cashua Ferry or some other place of passage, to Darlington and Cheraw.

I understand a Leut. White at the suggestion of your Member of Congress is ordered to effect the survey from Whiteville to the Cape Fear. Will it not be possible to procure an extension of his instructions; so that he may survey the whole country from Cheraw and Darlington Court House to Wilmington?—Your sanction would, I doubt not, be readily yielded; and to this the respectful representation of the citizens of Darlington might be superadded.

In the event of your unity of feeling and expression with your South Carolina Brethren, the survey of the Western end of the line might proceed *instantly*.—The Leut. Might bring his family to the Mineral Spring near Darlington, where they would all be in safety; and he nightly sleeping in a pure atmosphere, might daily pursue his avocation. His visit, at this early period of the year, *perhaps* in North, and *certainly* in South Carolina, is especially urged by the recollection, that having now the prospect of a dry fall, it will afford an excellent opportunity for the exploration and determination of the route. If the season should, contrary to present appearances, become wet, and Freshets be experienced, then there would be the opportunity offered to determine the depth of water, that, at such points will have to pass the road—aroad, which it is to be recollected, when completed, will form one of two pass-ways for the great Mail, proceeding from the North to Charleston; and thus prevent the necessity of its crossing, as it does at present, five or six ferries. Indeed, this is a point of view, as well as that of the expense to be saved, which must occasion a more than ordinary interest to be attached to the subject by the General Post Office; and of course the Government of the U.S. It is hoped that it will add to the inducement to dispatch the Engineer as soon as is convenient to the public service and consonant with his own arrangements.

In my humble opinion one of the most decided advantages of this route would be its uniting, in a great measure, the interests of Wilmington and Fayetteville as well as the Eastern Sections of So. Carolina, and to say nothing of the superior advantages of Markets and cheaper mode of conveying produce to those markets, adding to the importance of all of them. I know (from Dr. Hort) that the intelligent citizens of the former are well “persuaded that a Rail Road from the Cape Fear, through Whiteville,

Lumberton and so on to Anson, would be more important to Wilmington, than any other that has yet been mentioned.” And, I am also convinced that its importance will be augmented, in an infinite degree, by the early adoption and speedy anticipation of one of the

The Peoples Press and Wilmington Advertiser,
October 15, 1834.

1. INTERNAL IMPROVEMENTS.

The whole country, out of North Carolina, seems to be alive with internal improvements.-Among the Roads contemplated and in progress, are the following: - from New Orleans to Nashville; Charleston S. C. to Cincinnati, Ohio; Boston, Mass. to the Hudson River, at Hudson, N. Y.; Troy to the Hudson; from the village of Ballstown Spa to Utica and Shenectady rail road; Norwich, Conn. To Worcester, in Massachusetts; Portsmouth and Roanoke rail road, of which 60 miles are finished, and to be put into immediate use...

[continued list]

Since writing the above we have received authentic information, which removes all doubt to as the disposal of the Stock of the Wilmington and Raleigh. Let our fellow citizens be cheered by the prospect—we pass from the ‘house of bondage!’

The Peoples Press and Wilmington Advertiser,
December 4, 1835.

2. WILMINGTON AND RALEIGH RAIL ROAD.

[The article is concerned with a connection to Charleston, S.C. and the Wilmington to Weldon connection.]

The People's Press and Wilmington Advertiser,
December 11, 1835.

3. RAILROAD.

[This article is concerned with a connection of the railroad to Red Bluff on the Waccamaw River and from there to Charleston by steamboat. The route south to Charleston SC did use for a time a combination of railroad lines, steamboat, and carriages.]

People's Press and Wilmington Advertiser,
December 23, 1835.

1. Wilmington and Raleigh Rail Road.

NOTICE is hereby given, that Books will be opened and Subscriptions received for 2000 shares of the Capital Stock of the Wilmington & Raleigh Rail Road Company, for 60 days from the 15th instant, at the following places and under the direction of the Following persons, Viz.

At Wilmington—by James S. Green, at the Rail Road Office.

Norfolk Virg.—Thomas Newton, Myer Myers, Robert Soutter, John Aldman, and Henry B. Woodis.

Portsmouth Virg.—Arthur Emmerson, Mordecai Cook, John Cocke, George Blorr and Stephen Cowley.

Halifax—Andrew Joyner, James Halliday & B. F. Moore.

Nashville—J.S. Battle, Henry Blount and Bennet Bunn.

Tarborough—Theophilus Parker, Louis D. Wilson, and Spencer Cotton.

Pitts X-roads—Phesanton S. Sugg, Benjamin Sharpe and Joab P. Pitt.

Waynesborough—Richard Washington, S.A. Andrews and John Writght.

Lenoir—William D. Mosely, J.B. Whitfield and Jesse Lassetter.

Kenansville—Nicholas Hall, J.T. Rhodes and O.L. Kelly.

EDWARD B. DUDLEY,

Pres't.

W. & R. R. R.

Co.

March 25, 1836
12-tf

The Peoples Press and Wilmington Advertiser
April 25, 1836

2. The Rail Road

We learn that in this county, there were subscribed to the Wilmington and Raleigh Rail Road, at Tarborough, \$14,100—at Pitts X Roads \$10,100—at Dempsey Bryans's \$9,500—(Stantonsburg not heard from)—making \$33,700, Or 337 shares. We also understand that a considerable number of the shares subscribed for in Nash, were taken by individuals residing in the upper part of this county. This we are confident is but a sample of what our citizens when the road is located.

The inhabitants of Edgecombe county have acquired some celebrity for their unceasing hostility to internal improvements—not by individual enterprise, for they have given many worthy examples in that respect, in ditching and canalling their extensive swamp lands—but they have uniformly contended against the interference of the State or National governments in this matter. This State has been also frequently taunted and jeered for supineness in this respect; but now, we trust, she will exhibit to her sister States a spirit of enterprise and *independence* in local improvements, that will be worthy of their imitation. The Wilmington and Raleigh, and the Raleigh and Gaston Rail Roads are, we believe, the first works of any magnitude that have been attempted by individual enterprise, unaided by the State or National governments.—*Press*.

The Peoples Press and Wilmington Advertiser
March 11, 1836

3. [Notice]

We beg the attention of our readers to an article on the subject of the projected Rail Road from Norfolk to Charleston, through this town. The author's remarks on the nature of the country, and the abundant facilities for constructing the road, agree with what has been said by our correspondents, and others in this section. This article comes in aid of our undertaking, for the author cannot be accused of any selfish policy, any more than others who have expressed similar sentiments. For our own part, although we must ardently desire to see the Wilmington and Roanoke Road established, yet if the TRUTH will show that it is likely to become otherwise than useful or profitable, or that it cannot be built with most unprecedented cheapness, we shall not hesitate to publish the same. Indeed we solicit—challenge the facts.

The Peoples Press and Wilmington Advertiser
March 11, 1836

4. Wilmington and Raleigh Rail Road.

We are gratified to learn, that the Engineers on this road, having completed a survey of one entire line, running between the N. E. River and Long Creek, through Waynesboro' to Halifax; and a part of another line from Goshen down on the west side of

Long Creek. They are now engaged on a line, on the east side of the N. E. river by Rockfort, on the Neuse, through Tarborough,

The Raleigh Register
July 5, 1836

5.

We again call the attention of subscribers to the meeting of the Stockholders of the Rail Road, to be held in this town on the 14th inst. This will be the Monday of our county Court, and is selected with a view to the convenience of our country friends. A personal attendance is very desirable, as on that day will be laid the foundation of an enterprise of more importance to the welfare of our State, than any that has been heretofore adopted or thought of—it will enrich, improve and enlighten our citizens; cement the bonds of our Union, and open the way for further improvements, of beneficial results, beyond all present calculation. We hope all who cannot attend in person, will do so by proxy, and that the whole company may be represented on that interesting occasion.

Return of subscriptions for Stock, now show upwards of \$400,000, and several places still to be heard from.

The Peoples Press and Wilmington Advertiser
March 4, 1836

6. The Rail Road

We learn that the country, so far as the survey has been made, is almost a perfect level. Some little time was consumed in finding the most suitable places for crossing the River. We understand that three sites have been selected, either of which will answer very well; and we suppose that the particular crossing will depend mainly upon the face of the country on each side of the River. The surveying party have got through with the examination necessary for the purpose of crossing the River; but *where* they will cross is a secret, we suppose known only to themselves, until the Principal Engineer, Maj. GWYNN, shall determine upon the location. We are informed that a better route, so far, could not be expected or even desired.

The Peoples Press and Wilmington Advertiser
April 22, 1836

1. OUR RAIL ROAD.

which, owing to the unfavourable season in which it was commenced, crept on at first but slowly, and with infant strides, begins now to assume the hardy features and sturdy pace of sinewy manhood.

We understand that ere long, the whole of the line from this place to Waynesboro', a distance of 88 miles, will be located.—Fifty-two of these are under contract for grading, and a considerable portion of the timber for the superstructure engaged. The location for the Depot, Machine Shops, Wharves, &c., at this end, have been decided upon, and contracts about being entered into for materials to construct the same.

The arrival of the new contractors, each with their fifty and hundred Cuffees to back them, inspires us with confidence that the work henceforward will go boldly on, while our indefatigable Engineer, with his laborious Assistants, are pushing, each in their respective spheres, the work which belongs peculiarly to their respective offices. We are told, but cannot vouch for it, that ten miles of the Halifax end is under contract.

We should be pleased if this were so, for it would be to us an earnest that the Halifax and Weldon Company had agreed to unite with us, a desideratum, we think, devoutly to be coveted by both parties.

Wilmington

Advertiser.

Fayetteville Observer,
January 26, 1837.

2. OUR RAILROAD.

It will be perceived from a notice this day, published by the President of the Wilmington and Raleigh Rail Road Company, that a call is made for a special meeting of the stockholders on the 27th instant. This is done with a view of having books for subscription opened immediately, in order that the balanced of the capital required may forthwith subscribed, and thereby secure to themselves the subscription on the part of the state.

Though the call is directed to the stockholders only, yet it is one in which the Public is deeply concerned, and to which no one should turn a deaf ear. For years have we been open-mouthed and clamorous against the state, for so long withholding her aid in the cause of internal improvement. And now, since she has harkened to the voice of

her enterprising citizens, and generously stretched forth her hand to aid them, shall we play the part of laggards, and refuse the means *required at our hands*, and which are so completely within our power? Certainly not!

By way of aiding this noble enterprise, one in which the town of Wilmington and Eastern North Carolina have so deep an interest, the two banks in this place, have also taken a praiseworthy stand. They have consented to loan to individuals, (on approved personal security,) 30 per cent of the amount they may subscribe, on a credit of twelve months; and then to be collected in installments of one fourth every 90 days. What more can or ought we to expect?

We appeal to every lover of his country, every true son of North Carolina, who loves "*his own dear native state*," to come forward, and respond to the call now made. If this is not enough, we would urge their further subscriptions, upon the ground of interest, *stern interest itself*, and tell them, that some of the wisest heads of our country, in nowise connected with the undertaking, have pronounced as their firm belief, "that in five years from this time, the stock of this road will sell at two hundred per cent." Let us then, be true to ourselves, and this rich reward will soon be ours.

We are happy to learn, that an additional subscription, of upwards of seventy thousand dollars, was made on the opening of the books yesterday, by the citizens of this place alone. They have set their friends in the country a noble example.

Wilmington Advertiser.

Fayetteville Observer,
February 9, 1837.

3. CALL OF SPECIAL MEETING OF THE STOCKHOLDERS OF THE WILMINGTON AND RALEIGH RAIL ROAD COMPANY.

In pursuance of authority in them vested by the Act of the General Assembly, incorporating the Wilmington and Raleigh Rail Road Company, the President and Directors do hereby call a Special Meeting of the Stockholders, to be held at the Court-house in Wilmington on Monday, February 27th, 1837, for the purpose of taking into consideration the expediency of immediately opening Books for subscription for the balance of the Capital required, in order that the Company avail themselves of theby the State for 25ths of the whole..... A general attendance, either in person or by proxy, is particularly requested, as a meeting cannot be organized, unless a majority of stock is represented; and it must be recollected, that neither the President, Directors, or any Officer or Agent of the Company, can act as proxy.

E. B. DUDLEY,
President.

Wilmington, Jan. 30th, 1837.

Names of the Officers and Agents disqualified by the Charter from acting as proxy.

E. B. Dudley, A. Lazarus, J. S. Battle, J. Owen, A. Joyner, W. B. Meares, W. D. M?????, A. Anderson, P.K. Dickinson, R. ?????, and T. H. Wright, *Directors* ?????, *Engineer*—J. S. Green, ?????, A. McRea, *Superintendent*—R. F. Brown, *Agent*.

The North Carolina Standard, Tarborough Press, and Halifax Advocate, will please give the above three insertions, and forward their accounts to the Office of the Wilmington and Raleigh Rail Road Company.

JAMES S. GREEN,

Secretary.

??????????????,
February 17, 1837.

4. [Notice]

We understand our enterprising fellow citizen, J. Cassidy, is erecting railway, to be worked by horse power. We hope he may reap a rich reward.

Wilmington Advertiser,
April 14, 1837.

5. [Notice]

The free bridge erected across the N.E. branch of the Cape Fear river, was rendered impassable on yesterday by the removal of a part of the flooring and sills. (We know not if it be passable now or not.) This was done to admit the unobstructed passage of the Steamboat Ed. McNair.

Wilmington Advertiser,
April 14th 1837.

6. [Notice.]

We perceive by our exchange papers that several rail road meeting have recently been held in Rowan.....

Wilmington Advertiser,
April 14th, 1837.

7. OUR RAILROAD.

We announced the arrival of an additional Locomotive for the Wilmington and Raleigh Rail Road a week or two since, we are now pleased to add that the Contractor for putting down the rails, arrived a few days ago, and has already commenced this part of the work.

He is represented as an efficient, and energetic constructor, and from the promptitude already manifested by him, we doubt not, correctly. Thirty additional hands have thus been placed upon the road within a few days, swelling the whole number, if we be accurately informed, to upwards of 1200, now engaged in working thereof. We think the Company have every reason to flatter themselves for the ability and untiring zeal manifested by all the agents employed in the construction of this work, and they may now look confidently forward to the period; when their investment must yield a handsome dividend. But if the principle source of revenue is expected to be derived from the conveyance of passengers, is it not high time, that measures should be taken for the erection of suitable buildings for the accommodation of travelers? We think so. But we own no stock in this Company, or perhaps our interest would increase our mental acumen, and thereby our opinion would be different. Pecuniary profit tends greatly to engender forecast, we know, but we confidently predict, if this company make no better provision for the accommodation of those.....

Fayetteville Observer,
April 18, 1837.

8. [Notice]

A few carpenters will find employment by application to the Subscriber on the Rail Road____this place at North East River.
Also a good female cook.

Wilmington Advertiser,
April 26, 1837.

9. RAIL ROAD MEETING.

At a meeting of the Stockholders of the Wilmington and Raleigh Rail Road Company, convened in the Court House, in Wilmington, on the 1st day of May, 1837, the meeting was organized by calling GOV. DUDLEY to the Chair, and appointing James T. Miller, and John G. Elliot, Secretaries.

Dr. Thos. H. Wright and P. K. Dickinson were appointed a Committee to examine proxies, and ascertain whether a majority of the Stock was represented; who reported that three fourths was represented, and sufficient to proceed to business.

The President, Gen. Owen, being called on, read a Report which was received, approved, and ordered to be filed. This being the annual meeting, the Stockholders proceeded to elect a President and six Directors; and upon counting the votes, Gen. James Owen was declared to be unanimously elected President, and A. Lazarus, W. B. Meares, P. K. Dickinson, R. H. Cowan, A. Anderson, and Thos. H. Wright, Directors for the ensuing year.

Mr. Meares, from the Committee appointed a year ago, consisting of himself, Mr. Anderson, and Mr. Lazarus, for the purpose, reported a rule by which Stockholders may transfer their Stock in the Wilmington and Raleigh Rail Road Company, and the form of the Certificate of ownership of Stock in the Same, which were adopted. The following is the rule:

That the Stock of this Company shall be transferable only on the books of the Company, by the owner, (in person,) or by his attorney in fact, constituted by a written power of attorney, under seal, duly acknowledged before a Notary Public, or the President, or Secretary, or Treasurer of the Company.

A motion was made by Mr. Anderson to increase the salary of the Secretary and Treasurer \$200, and was decided in the affirmative; likewise, to increase the salary of the Superintendent \$200, which was decided in the affirmative.

Dr. F. J. Hill offered the following Resolution, which was unanimously adopted.

Resolved, That this meeting approve the course hitherto pursued by the President and Board of Directors, and recommend the prosecution of the work with the same energy and zeal which have characterized their operations thus far.

On motion, the President's Report, and the Minutes of the proceedings, were ordered to be published, and a vote of thanks being returned to the President and Secretaries, the meeting adjourned.

E. B. DUDLEY,

Chairman.

JAMES T. MILLER, }
JOHN G. ELLIOT, } *Secretaries.*

GEN. OWEN'S REPORT,

Gentlemen,

So short a time has elapsed, since the very full and able Report of my predecessor was laid before you, that it is now necessary only to submit to you a very concise statement of what has since been accomplished. In every branch of the work, the progress has been not only equal to our hopes, but has far exceeded our expectations.

With experienced contractors, who have in their service an average force of about 900 labourers, the Company has an assurance, that quite as much of the road as we had anticipated, will be completed within the current year. In addition to the grading of 53 miles, which was reported to the meeting in February as in progress, another section of 12 miles, extending from Halifax to Enfield, has been let to contractors, who are now actively engaged on it; and contracts for sills and rail have been greatly extended within the same period. Sills have been engaged along the whole line, (with a few short exceptions,) from this place to Contentnea, a distance of more than 100 miles, and a large amount of rails has also been contracted for.

A spirit of enterprise and emulation has been infused into the inhabitants of those districts of country through which the road passes. Its earnest and rapid progress has inspired them with confidence, removed their distrust of our ability to accomplish so great an undertaking, and satisfied them, not only of the feasibility of the work, but of the certainty of its completion. Those having the ability have become contractors, and the labouring man is sure of constant employment and of liberal wages.

The superstructure of the road is now also in rapid progress, and about 8 miles of it will be completed within the present month. In July, 10 other miles will be finished, when locomotives and cars will be placed on it. Sills are already planted on 3 miles of this section. Another locomotive has been received, and the iron for 30 miles of the road is daily expected. Car wheels and springs have also been procured, and workman are engaged in the construction of as many cars as we shall require until next fall.

In order to carry into effect the decision which was communicated to you by my predecessor in February last, of establishing a line of stages, to run in connexion with one or more steamboats, agents have been sent out to procure the necessary stages and horses. A steamboat has been purchased, and has arrived, and although in advance of the stages, we hope to have the whole line in operation in the course of one month. For the present, and until 40 or 50 miles of the Rail Road shall be completed, one boat will be sufficient to keep up a tri-weekly line of communication between Charleston and Weldon.

Contracts have been entered into for another steamboat, under the supervision of one of the most skilful and scientific builders of our country, and she will be ready in the month of October, at which time we anticipate that 50 miles of the Rail Road will be completed, and furnished with coaches and cars for the transportation of passengers and produce. At this stage of our progress, a daily line of stages will be required for the accommodation of the crowds of travelers who pass between the North and South. The vexatious inconvenience and detention which have hitherto occurred at the Roanoke river, the point at which the Petersburg, and the Portsmouth and Roanoke Rail Roads unite with us, will thus be remedied, and certain facilities be afforded to travelers for prosecuting their journey.

That the advantages which we shall enjoy, in the speed and certainty of transporting travelers by our Rail Road and steamboats, in connexion with a line of stages

running over roads but little inferior to turnpikes, will secure to us a preference over the existing means of travel through one State, cannot I think be questioned. Public hope and public expectation seem fixed upon the project; let us meet them with prompt and ample means, and all the benefits which my predecessor anticipated, in suggesting to you its establishment, can but be realized.

Since our meeting in February, the State has become a subscriber for two fifths of the capital Stock of the Company.

Too much praise cannot be bestowed to the Legislature of 1836, who by following out the liberal suggestions of our patriotic Governor, has most opportunely come in aid of our enterprise, strengthening our resources and cheering our hopes. The confidence imparted to the work by the action of the State, has had the most salutary influence, and individuals, no longer deterred by the apprehension of hazard, have been most free in manifesting that confidence, by large and liberal subscriptions.

A fortuitous occurrence of events has proved auspicious to us, affording a happy illustration of the great results of a noble, daring, and earnest perseverance in a good cause. The spectacle has been exhibited of a little community, at a time of no cheering from abroad, and in the midst of discouragements, projecting and commencing a work of appalling magnitude.

The spirit and energy of our citizens would no doubt have accomplished much; yet the well timed beneficence of the Legislature, by giving certainty to our expectations, and relieving our apprehensions, deserves our warmest acknowledgments.

For information in regard to the finances of the Company, you are referred to the Treasurer's accounts, which are hereby laid before you.

The total amount which has come into his hands for instalments on Stock, &c.	\$363,163.11
The amount expended by him	194,173.85
Leaving in his hands a balance of	168,989.26

Reference to his accounts will show specifically, the objects on which the disbursements have been made.

The importance as a National benefit, which was attached to our road, in the very able Report of the Engineer, is corroborated by the opinions of many of our more distinguished Statesman in every section of the Union. In a recent Report too, of another very experienced and distinguished Engineer, as to the probable profits of a Rail Road about to be constructed along the Eastern Shore of Maryland, I find, that the computation of the number of travelers from only two of our neighboring Southern cities, is in exact accordance with the estimate made to us by Major Gwynn. On this subject, it is not my

province to enlarge, having already extended this Report beyond the measure which was contemplated.

It may not be amiss, however, to correct an erroneous impression which prevails in reference to the amount of dividends which the Stockholders are authorized to received upon the Stock of the Company.

The XXVI section of “An Act to incorporate the Wilmington and Raleigh Rail Road Company” provides, That when the nett profits received from the tolls, shall amount to a sum equal to the capital Stock with interest thereon, &c. “Then the tolls which said Company, or the President and Directors shall be entitled to receive for the transportation of produce or other commodities on said Rail Road, shall be fixed and regulated from time to time by the President and Directors of the Company, so as to make them sufficient in their estimation to yield a nett profit of 15 per cent per annum on the capital Stock of the Company over and above what may be necessary for repairs, improvement, or renewal of the same; together with all other incidental expenses of the Company,” &c. &c.

The policy of the Legislature in protecting the interests of those who shall have “produce or other commodities” to be transported, is certainly very sound; and it is evident, that in a certain contingency, we may not realize from these sources, a nett profit exceeding 15 per cent. But travelers are neither “produce nor commodities;” and it is certain that the Legislature has not, neither could it design, to limit our profits from this quarter. They well knew, that our own interest in this particular, would forbid exorbitancy, and that excessive charges would destroy ourselves by driving away travel. They have therefore left the traveler to his option, and to make his own bargain.

This, Gentlemen being the regular annual meeting of the Stockholders, the election of six Directors for the ensuing year, devolves on you.

The appointment which you did me the honor to confer on me at your last meeting, being temporary, is also to be filled by you in conjunction with the State.

I have the honor to be,
Very respectfully,
Your obedient servant,
JAMES OWEN.

Wilmington Advertiser,
May 5, 1837.

10. PRO BONO PUBLICO.

To all travelers who consult comfort, expedition, and economy, the WILMINGTON AND RALEIGH RAIL ROAD presents strong claims for its patronage. The monotony, and constant ennui produced, in traveling over the flat country of the South, will be less sensibly felt upon this road than upon any other because of the occasional change in the mode of transportation. In superior safety to a voyage around the *stormy Capes* of N. Carolina, is a circumstance that will not escape the attention of the Public, and will at once render it the great thorough-fare from North to South. Every credit is due to the active promptitude of Maj. Gwynn, which has enabled the Stockholders to furnish the commercial world with facilities that we know will be appreciated. The stages are momentarily expected, and will probably be in successful operation within a day or two.

Double teams have been placed along the whole line, and every precaution which prudence can dictate for the safety of passengers, is guaranteed by the characters of those who set this line in operation. The goodness of our dispositions ever moving us to consult, and advance the interests, and convenience of our fellow man, we assure the human family that they shall be duly notified of the fact, so soon as the line becomes available.

Wilmington Advertiser,
June 9, 1837.

11. OUR RAILROAD.

Notwithstanding the summer heats, we occasionally visit the Depot of the Wilmington and Roanoke Railroad, and at every visit our pleasure is heightened, and our hopes brightened. The rapid progress of the work—the indications of the indomitable zeal in its prosecution, the more than success of the Stage Line, are circumstances well calculated to inspire our citizens with pleasing reflections. Yet, whatever gratification the contemplation of these things affords, they may be said to shadow but a small earnest of what the reality will be. That Stockholders can form a just estimate of the opinion entertained of their work, by the active exertions made at both ends of the line to misrepresent and disparage it. If it be chimerical, why is it necessary to publish so wild a fancy? If not—those who are loudest in the *attempt* at deception know, and will shortly be made to feel in a manner they most dread, that our success brings about their injury, and perhaps ruin. We are gratified to perceive that the Portsmouth Times is loud, strong, and unceasing in calling public attention to this subject, and in keeping alive among its readers a proper spirit, and among the Stockholders of the Portsmouth Road perseverance in the good work. We extract an article from the Times to-day which We recommend our readers to peruse.

Wilmington Advertiser,
August 18, 1837.

12. LAND FOR SALE.

Will sell my plantation to whereon I now reside, known by the name of OAK, on the North East River, eleven miles from Wilmington by land, and twenty two by water, and can be sold as two plantations or as one, as suits, the Wilmington and Raleigh Railroad running through it, so as to divide it conveniently. I will sell one half or the whole tract. Persons wishing to buy can call on me at the above named plantation, where they can get further particulars.

DAVID THALLY
September 8th, 1837

Wilmington Advertiser
????????????????

13. PROGRESS OF THE W. AND R. R. ROAD AND THE NORFOLK CARD.

We applied to the Chief Engineer of the Wilmington and R. R. R. for certain facts connected with his work a day or two ago, and his courtesy has furnished us with the following, which we now hastily embody.

Fifty-three miles of the road have been graded, and forty-three are in a state of forwardness; twenty-three and a half miles of rails have been laid, and thirty are in a state of forwardness. Some of the most important bridges have been completed. Among those involving the greatest difficulty, and attended with the largest outlay, is that across the Northeast branch of the Cape Rive, ten miles from W. We rode out upon the cars to this bridge on the 1st inst., and were particularly struck with its appearance. This bridge is 360 ft. long, is made up of three spans, and rests on two stone abutments, and two stone piers built in water 36 ft. deep.

The Company have two beautiful engines, (built by Stevenson,) which are daily employed in carrying materials along the line.

The shops and fixtures at this place are progressing rapidly, and we hope the day is not far distant, when the travel upon this line will yield a rich reward to the Stockholders. We cannot conclude this article, without adding, that the passengers whose card appeared in Norfolk Beacon of the 30th ult., were told at Halifax, that a stage would arrive on Sunday in time to carry them to W. for the Tuesday's boat—those passengers who remained reached W. on Tuesday and Charleston on Wednesday.

The card states, that instead of finding stages, as promised by the advertisement, for 30 persons, not a single stage was in waiting. Now, there was one stage in readiness, and the writers of the card were told that they would be carried to Wilmington in time for

the Tuesday's boat. Several of the writers of the card returned from Norfolk to Halifax, and came through on our line. The stages had just left with 44 passengers, when those among whom the writers of the card were, arrived at Halifax. Still the company were prepared to convey them all to Wilmington in *time*, only asking them to *rest* a few hours in Halifax. The writers of the card have no one to blame but themselves for the loss of their passage and their good temper.

Wilmington Advertiser,
November 10, 1837.

1838

1. THE LOCOMOTIVE & TRAIN

Will leave the DEPOT at Wilmington, every day (except Sunday and Tuesday,) precisely at 11 o'clock, A.M. until further notice. December 28th, 1837.

Wilmington Advertiser,
January 12, 1838

2. NEGROES WANTED.

Having contracted with the Wilmington and Raleigh Railroad Company to furnish a certain quantity of WOOD, I want to hire 15 or 20 task Hands, for which the road prices will be given, until the 1st of January, 1838. Persons wishing to hire their hands will please to call on me at the Oak Plantation, or to Mr. C. B. Miller, in Wilmington.

DAVID THALLY, Wilmington, July 21st, 1837

Wilmington Advertiser,
January 19, 1838.

3. A FURTHER OPENING OF THE RAILROAD.

On Monday last, the cars on the Wilmington and Roanoke Railroad, took the passenger out as far as Armstrong's, *twenty* miles from Wilmington, thus ONWARD speeds the great work.

Wilmington Advertiser,
March 2, 1838

4. [Notice]

The brig Luna arrived at the port on Tuesday last, from Cardiff, (Wales,) laden with iron, for the Wilmington and Roanoke Railroad Company.

Wilmington Advertiser,
March 2, 1838

5. A RAIL ROAD FROM WILMINGTON TO THE WACCAMAW RIVER.-

Such a road has been spoken of a good deal lately among the public spirited men and as part of the State. It would indeed seem to be necessary to build a road connecting the above named points, to carry out fully the views of the projectors of the Wilmington and Raleigh Rail Road. The face of the country from this town to the Waccamaw river is most admirably fitted to the purpose. Nowhere could a Railroad be constructed at less expense. It is level, little intersected by streams, and materials for a Railroad are standing upon the soil. Hence to Red Bluff is forty five miles. At that point ten feet of water can be carried at all times, and there is a tide of two feet. Thence to Charleston through Winyaw Bay is not more than six or seven hours run for steamboat.* the feasibility, and striking advantages, which such a road would command, must be apparent to any one who will take the trouble to examine closely the localities, and their relative bearings as the delineated upon the map. It would always secure, *whatever might be the state of the weather*, an uninterrupted communication to and from Charleston. If our humble voice can incite, in any degree, the feeling which seems to be stirring towards this object, we would say, "go ahead." What you have accomplished in the face of so many difficulties, is earnest that this too, and much more may be done.

* The time outside, however, will not exceed two or three hours. This is a very important consideration.

Wilmington Advertiser,
March 2, 1838

6. [Notice]

The time of the departure of the Locomotive and Train from the Depot of the Wilmington and Roanoke Railroad, is change from eleven A. M. to half past nine.

Wilmington Advertiser,
March 9, 1838

7. (From the North Carolina Standard.) WILMINGTON & RALEIGH RAILROAD.-

We learn that by the first of May, at farthest, this will be completed in Teachy's, 3 miles above Rockfish, or 42 miles from Wilmington. One month thereafter, 7 miles more; on the first of July, 5 more; and by the middle of August 5 more. This will make 59 miles, and reaches the cross roads from Duplin Old Courthouse, and thence to Limestone.

It is expected that 20 miles from Weldon to Enfield, will be opened by the first of June.

A gentleman who has recently traveled this route says:--“I was perfectly delighted with our line of Stages, Railroad and Steamboats. If the Road be completed in the style in which it has been commenced, it certainly will be the most splendid road in the country. The passengers were all highly pleased with the speed and force.”

We are informed that 50 per cent, and upwards, of the capital stock, has been paid in by individual stockholders, and the second 25 per cent of the State’s Installment is now called for, and of course, will be promptly granted and the work on the road will be prosecuted with vigor.

The Wilmington Advertiser,
April 6, 1838.

8. OUR RAILROAD.

We always recur to this subject with pleasure, no less than with a sense of duty, because we believe its progress is regarded with interest elsewhere, and certainly it is closely identified with the well being of the state, and the prosperity of this town and the adjacent parts. The work goes with vigor, and rapidity. The most activity prevails along the entire line from this point to Halifax. A most dreaded part of the road, Burgaw Swamp, thirty miles from Wilmington is finished, and the cars will transverse it probably tomorrow. Next week passengers will be brought into town to lodge, instead of stopping night at South Washington, so that then, they will be landed here in *forty eight* hours from Washington City or *seventy two* from New York. Another boat is nearly completed, to run in conjunction with the North Carolina, between Wilmington and Charleston. (Some may feel interested to know that this new boat will be called the “*Governor Dudley*,” in complement to the Chief Magistrate of the State, who was the early, and at all times been that generous and zealous friend of the road.) A good deal of produce has already been brought to this market by the way of the railroad, such as Turpentine, Tar, Bacon, Corn &c. Another business season, the receipts through the channel will no doubt be immense. We would say much more, and present their important facts, in relation to this GREAT WORK, in time allow for their preparation—but we must defer to another occasion.

Wilmington Advertiser,
May 4, 1838.

9. [Notice]

The time for leaving the DEPOT at the Wilmington and Raleigh Railroad Company has been *changed* to HALF PAST EIGHT, be an hour earlier than the period at which they have heretofore left.

The Wilmington Advertiser,
May 18, 1838.

10. PROCEEDINGS OF THE SECOND ANNUAL MEETING OF THE STOCKHOLDERS OF THE WILMINGTON AND RALEIGH RAIL ROAD COMPANY.

At a regular annual meeting of the Stockholders of the Wilmington and Raleigh Rail Road Company, on Monday, the 7th of May, 1838, in the Town of Wilmington.

On motion Gov. Dudley,

Col. Andrew Joyner, of Halifax, was called to the chair.
H. W. Husted, and John McRae were appointed Secretaries.

The Secretaries and Thos. H. Wright were appointed a Committee to examine proxies, and to report the amount of Stock represented. The Committee after examining, reported that 5417 Shares of the Stock owned by individuals were represented and also the State Stock by Col. Andrew Joyner, of Halifax.

Gen. James Owen, President of the Company, read his report, which, on motion of Wm. B. Meares, was laid on the table.

On motion of Wm. B. Meares, Esq.

1st. *Resolved*, That the representatives of the State, and a Committee consisting of Mr. John Wright, of Waynesboro, Col. Sharp of Edgecomb, and Col. Whitaker, of Halifax, be appointed to examine the accounts of the company and that they request the attention and assistance of the Board of Internal Improvement of the State.

On motion of Col. Whitaker,

The meeting adjourned till 9 o'clock next day, Tuesday, May 8th.

On motion of Col. Whitaker,

2d. *Resolved*, That in the opinion of this meeting, the requisition made of five per cent, payable the 1st of November, 1838, ought to be made payable the 1st day of July next.

On motion of Col. Whitaker,

3d. *Resolved*, That Joab Pitt, Dr. Bellamy, A. J. Battle, and Richard Washington, be a Committee to enquire into the expediency of changing the stage route from Enfield, by Tarborough, to Stantonburg, to the route by Rockymount; the saving in expense, &c., and any other matter in relation to the whole route, in regard to safety, economy and expedition.

On motion of Wm. B. Meares, Esq.,

The meeting adjourned till 9 o'clock, next day

Wednesday, May 9th.

Met according to adjournment.

The Committee under the 3d. resolution reported through Mr. Pitt, that it was inexpedient to change the stage route,--The report was concurred in.

The Committee under the 1st resolution, reported through Col. Whitaker.

“The committee to whom it was referred the Treasurer’s account of receipts and disbursements since the organization of the Company, respectfully report, that they have had under consideration the subject matter referred to them, and have bestowed upon it all the consideration which their limited time and other duties allowed. Their examination has not been as full as they desired it should be, nor indeed could it well have been, considering the time within which it must be performed, and the extent and magnitude of the transactions embraced within the scope of their duties.

They have however examined every voucher in support of the charges made against the Company, which they find to be regular and satisfactory; and if time had allowed they would carefully have compared the charges made in the books of the Company with the several vouchers upon which they have been founded, but your committee find that this cannot now be done, without protracting the general meeting to a most unreasonable and inconvenient length.

Your committee entertain no doubt, but the accounts of the Treasurer are perfectly accurate, but as a general principle, which should never be departed from, they consider it the duty of the Stockholders at the annual meetings to investigate through a committee appointed for the purpose, all the transactions of the Board of Directors and the Treasurer of the Company, and to report the precise amount expended, with such remarks and suggestions as to them may seem just and proper; and your committee regret that for the reasons already assigned, they have not been able to make this examination as full and as satisfactory as they designed. To remedy this defect, and as the only alternative now left them, they respectfully recommend the adoption of the accompanying resolution. It is due to your treasurer to state that he has invited your fullest examinations into all his accounts, and has most promptly, and satisfactorily afforded the committee all the information they sought to attain.

Resolved, That a committee of three Stockholders be appointed to compare the amount of each voucher of the Treasurer with the corresponding charge in the books of the Company, up to the 4th of May inclusive, to ascertain the precise amount expended and to report fully on the subject to the next annual meeting of the Company.”

S. WHITAKER,

For the Committee.

May 10th, 1838.

Report concurred in.

On motion of Col. Whitaker.

4th. *Resolved*, That a committee consisting of Mr. Joshua Watson, Jas. S. Battle and Jas. Owen be appointed to enquire into the expediency of borrowing money for and behalf of the Company for the purposes of facilitating the work.

On motion of Dr. F. J. Hill,

6th. *Resolved*, That a committee of three be appointed by the chair whose duty it shall be to investigate the affairs of the Company for the ensuing year, and report to the next annual meeting of the Stockholders at as early a period of the same as may be practicable.

A. J. Battle and Robert H. Cowan were appointed to superintend the balloting for President and Directors, after the balloting, they reported Gen. Jas. Owen unanimously elected President for the ensuing year.

A discussion arose on the right of the State representative to vote for six Directors, in which Governor Dudley, Wm. B. Meares, Col. Whitaker, Col. Joyner, Wm. D. Moseley, and others took part.

The question was then raised by Wm. B. Meares, has the state a right to vote for six Directors at this meeting? Decided in the affirmative.

The Committee under the 4th resolution, reported through Joshua Watson,

“That from the great amount of travel which now takes this route, and from information extensively derived, very great anxiety is expressed for its completion. They are decidedly of opinion that it is the duty and interest of the Company to press it as rapidly as possible.

Two methods present themselves by which this object can be accomplished with the greatest facility, and convenience to the individual Stockholders.

1st. It is believed from intelligence received since the development of the affairs of the Company to this meeting, that many Stockholders residing on the line of the road, would very willingly work out the amount of their Stock; and further extend their contracts, taking in payment the bonds of the Company at one and two years, bearing interest.

2d. The Charter authorizes “The President of the Company, to borrow money for the objects of the Company, and to make and issue all proper evidences of such loan and assurance for the repayment thereof.” They therefore offer the following resolutions for the consideration of the meeting.

Resolved, That the President and Directors of the Company be recommended to put under contract the whole of the road at the earliest practicable period.

Resolved, That the President and Directors be hereby further authorized and requested, to borrow such sum or sums of money as they may deem advisable for the speedy completion of the whole or any portion of the road.

JOSHUA WATSON,

Chairman.

The meeting then proceeded to ballot for six Directors for the ensuing year which resulted in the unanimous re-election of *Alexander Anderson, A. Lazarus, Wm. B. Meares, P.K. Dickinson, T. H. Wright, and R. H. Cowan.*

Gov. Dudley then on behalf of the Board of Internal Improvements, named the following gentlemen as having been appointed Directors on behalf of the State:

E. P. Hall, James S. Battle, Richard Washington, and James Cassidy.

On motion of Col. Whitaker,

7th. *Resolved*, That the President and Directors of this Company be directed to take the most speedy measures to collect all such sums of money as are now due, or shall hereafter become due on requisitions for installments on Stock, consistent with the interest of the Company.

On motion of Wm. B. Meares,

8th. *Resolved*, That the report of the President be taken up, received, and ordered to be printed.

Adjourned till 9’oclock next day,

Thursday, 10th May, 1838.

Met according to adjournment.

On motion of Wm. B. Meares,

13th. *Resolved*, That the Stockholders of this Company, may constitute proxies to represent them at any meeting of Stockholders, by any writing, the apparent intent

whereof is to transfer the power of the Stockholder to the proxy, such proxies may be authenticated.

1st. By any person proving the hand writing of the Stockholder before the meeting.

2d. By the certificate of acknowledgement by the Stockholder, or proof of handwriting of a Notary Public, or any Clerk of the Court of Law or Equity, or by the attestation of the President, Secretary, or any Director of the Company, or Justice of the Peace.

On motion of Wm. B. Meares,

14th. *Resolved*, That whenever any Stockholder of this Company shall make oath before any officer legally authorized to administer an oath that he has lost his certificate of Stock, or so mislaid it, that it cannot be found, and that diligence has been used so to do, and shall have advertised in some newspaper printed in Wilmington for six weeks, that he intends to make application to the Board of Directors to order the Secretary of the Company to issue a new certificate for such Stock, and the Secretary shall make due record of such order and shall specify in the new certificate that it is issued in lieu of one then lost.

15th. *Resolved*, That the Stock of this Company shall be transferable on the books of the Company only by the owner or his attorney. The deed or power to be proved or acknowledged before some Clerk of a Court of Record, Judge of the Superior Court, or Supreme Court, Notary Public, or before the President, one of the Directors, Treasurer, or Secretary of the Company.

On motion of A. J. Battle,

16th. *Unanimously resolved*, That this general meeting consider the important enterprise in which they have embarked as closely identified with the best interests of the State, that they have the fullest confidence in its entire success and that it should be prosecuted to completion with all practicable completion.

On motion of H. W. Husted,

17th. *Resolved*, That the President and Directors be requested to cause a reconnoissance to be made with a view to a branch from the Wilmington & Raleigh Rail Road, from a point near the Neuse River to the City of Raleigh.

On motion of Gov. Dudley,

18th. *Resolved*, That the President and Directors, be authorized to cause a reconnoissance to be made when convenient with a view to the extension of this Road to the Waccamaw River where it crosses the line of North Carolina.

On motion of A. J. Battle,

20th. *Resolved*, That the next annual meeting of the Stockholders of this Company to be held in Waynesboro’.

On motion of J. DeRossett,

21st. *Resolved*, That Wm. B. Meares, A. J. Battle, and Col. Whitaker, be appointed a committee, to enquire into the expediency of changing the time of the annual meeting of the Stockholders of this Company.

Col. A. Joyner, from the Chair, named the following the Committee under the 6th resolution, viz: *H. R. Sasave, O. G. Parsley, and John Wright*.

Also, the following gentlemen the committee under the resolution of the committee appointed to examine the Company’s Acts, viz. *John Webster, Wm. A. Williams, and Alfred Bryant*.

The Committee under the 11st resolution, through Mr. Meares reported,--

That your Committee appointed to consider the expediency to changing the time of holding under consideration, and recommend that the present time, the 1st Monday in May, be continued—Report concurred in.

On motion,

22nd. *Resolved*, That John McRae & Wm. B. Meares prepare for publication so much of the proceedings of this meeting, and in such form and manner as they may deem expedient.

On motion of Wm. C. Lord,

23d. *Resolved*, That the President and Directors be requested to memorialize the next Legislature to pass an Act, declaratory of the construction to be given to the Act of Assembly, authorizing the State to become a Stockholder in the Wilmington and R. R. R. Company, so far as regards the election of Directors of said Company, and of the number of votes to which the State is entitled; and to declare said construction to be, that the State has no vote in the election of the six Directors to be appointed by the Stockholders, and that she shall on other questions, be entitled to two votes for every three votes given by individuals. And also, on any other subject touching the interests of the Company.

On motion of Thos. H. Wright,

24th. *Unanimously Resolved*, That the thanks of this meeting be tendered the Chairman, for the urbanity and ability which he has exhibited in the discharge of his office.

On motion of Thos. H. Wright,

25th. *Unanimously Resolved*, That the thanks of this meeting be tendered the Secretaries for the faithful performance of their duties.

On motion of A. J. Battle,

The meeting adjourned.

ANDREW JOYNER, *President*.

JOHN MCRAE, }
H. W. HUSTED } *Secretaries*.

President's Report:

In laying before you an account of their transactions since the last annual meeting, the President and Directors have the satisfaction to state, that after the most thorough examination of this country through which the road is to pass, its location has been decided and fixed—passing $\frac{3}{4}$ of a mile east of Waynesborough, crossing the Tar River—through Enfield and Halifax to Weldon; making the total distance between Wilmington and Weldon 161 miles.

Having carefully examined the several routes surveyed and reported to them, they concur entirely in the opinion, that the above is the most eligible; and their expectation of its speedy completion, at the original estimate, (as will appear by a communication from their Engineer) are now fully confirmed.

The total amount received in payment of stock is,

From individual subscribers	\$128,711.67
From the State, 1 st Instalment and on account of 2d. do.	200,000.00
Borrowed from the Board of Internal Improvement	150,000.00
“ from the Bank of Cape Fear	31, 713.34
Total amount rec'd by Treasurer	\$813,758.01
The total amount of appropriations And disbursements	95,153.97

Unappropriated balance	\$18,604.04
Appropriated, but not disbursed	7,204.87
Total balance in hands of Treasurer,	\$25,808.91
We have received also in payment of the States 2 nd Instalment, but not yet entered to the credit of the State, a check for	\$100,000.00
Upon this check is based the amount Borrowed from the Bank of Cape Fear in the above exhibit,	35,000.00
	65,000.00
To which add unappropriated balance in the Treasury,	18,604.04
Leaves in the Treasury	\$83,604.04

The expenditures have been principally on account of Steam Boats, Locomotive Engines, Coaches and Cars, with a large quantity of machinery for others, the finished portions of the road, Iron plates and spikes for 110 miles, all of which have been paid for, and 75 per cent on the contracts still unfinished.

Under the resolution of the Stockholders at their last meeting, the Board have borrowed from the Board of Internal Improvement of the State, the amount of the next instalment on account of the State's subscription. Of this amount \$65,000 are so appropriated, as to save the interest to the Company, whilst it is subject to our calls as our necessities may require.

Whilst the funds set apart by the Legislature for this object, are thus invested with advantage to the State, the Board have been enabled to postpone their calls upon individual Stockholders.—An Instalment of 10 per cent became due on the 2nd inst., making 70 per cent required of individuals; and as soon as a further requisition of 5 per cent is made upon them we will be authorized to call upon the State for their third Instalment, and the loan will be thus converted into a subscription.

It was the intention of the Board to have put the whole road under contract immediately after your last meeting; but owing to the disastrous state of the times—the low prices to which produce had fallen—the suspension of Business by the Banks, and the derangement of the whole monetary affairs of the country immediately thereafter; the difficulty of collecting instalments appeared so great, that they deemed it prudent to limit their operations—preferring to have a portion of the road finished and productive, to having the whole of it half finished and exposed to injury and decay. The times are still

unpropitious; yet the requisitions of the Board have been met with a promptness which they had scarcely anticipated; evincing the confidence which the Stockholders retain in their investment and presenting a guarantee, that the work which has.....

The Wilmington Advertiser,
May 18, 1838.

11. NEW MAIL ROUTE TO FAYETTEVILLE.

We learn that the first of January, the Mail between this place and Fayetteville, will be carried on the Rail Road to Duplin Old Court House, thence to Fayetteville in four horse post coaches, going through the whole distance by day light, or in about ten hours.

The Wilmington Advertiser,
October 19, 1838.

12. [Notice.]

We neglected in our last paper to speak of the good Steamer North Carolina, having returned from New York, whither she went to be overhauled, repainted, &c. Her performance on the voyage from N. York, was such as to sustain, and add to her high reputation for speed, and as a sea boat. She has resumed her station in the line between Wilmington & Charleston.

The Wilmington Advertiser,
October 19, 1838.

13. [Notice.]

A villainous attempt was made the other night to destroy the buildings at the Mooresville depot, of the Wilmington & Raleigh Rail Road Company. A parcel of combustible matter was placed under one corner of the Warehouse, and fire put to it, which burnt a large hole into the building before it was discovered. A great quantity of Merchandise was stored in the Ware-house.

The Wilmington Advertiser,
October 19, 1838.

14. [Notice.]

We are happy to learn that the Wilmington and Halifax Rail Road company have opened two sections of their Rail Road, one at the northern end, of 12 miles in extent, which brings the Road southwardly to Enfield, the other, of 10 miles in length which

carries it to Faison's Depot, at Goshen, completing therefore 87 miles of the Rail Road, and reducing the staging to 90 miles only. We are informed that 10 miles in December next, leaving, at that time, but 60 miles of the Road to be done, when the whole will be completed.

The Company are now running daily their Rail Road and Stage Line from this place to Weldon, on the Roanoke, and their Steamboats 3 times a week between this and Charleston.

The Company's advertisement containing particulars in regard to the new arrangement of their line, times of arrival and departure, &c. is necessarily postponed (for want of room) till next week.

The Wilmington Advertiser,
October 19, 1838.

15. [Notice.]

The Boats of the Rail Road Company now make four trips per week from Wilmington to Charleston.

The Wilmington Advertiser,
October 19, 1838.

16. [Notice.]

We perceive by an advertisement in the last Raleigh Register, that upon proper evidence being laid before the Board of Internal Improvement that the private stockholders of the Wilmington and Raleigh Rail Road Company, had paid in 75 per cent, that the 3rd instalment of 25 per cent has been paid by the Board of the State's subscription.

The Wilmington Advertiser,
November 9, 1838.

17.

The enterprise which projected, and the energy which is pushing to a rapid completion the Wilmington And Raleigh Railroad bids fair to be speedily repaid. This Company have worked without ceasing since the commencement of the Road, and have thrown open in rapid succession, section after section of their road. Undismayed by the monetary difficulties which paralyzed the country, they pushed forward their work in the full assurance that it only required determined effort to achieve that which was

undertaken under more auspicious circumstances. All doubts are now removed of the completion of this road during the next year. And it is to be hoped that the Legislature will act upon the suggestion of Gov. Dudley, and in keeping with that liberal policy which should characterize the State, and make immediate payment of her fourth installment.

The Wilmington Advertiser,
December 21, 1838.

18. STAGING REDUCED AND THE COMFORT OF TRAVELLERS ADVANCED.

The section of the Wilmington and Raleigh Rail Road between Faison's and Martin's, 12 miles long, was traveled over yesterday for the first time by the passenger's train. The remaining section—nine miles—between Wilmington and Waynesboro' is finished, except the iron, which will be nailed down as speedily as possible.—The energy and fidelity with which this Company executes its engagements deserves and will receive the substantial patronage of the public. Physical obstacles and pecuniary embarrassments have proved but feeble barriers, and appeared, but to disappear, like straw on fire.

The Wilmington Advertiser,
December 21, 1838.

19. OFFICE OF THE W. & R. R. COMPANY
Wilmington 23d November, 1838.

Gov. E. B. Dudley:

My Dear Sir—I am duly in receipt of your favor of 18th, and now do myself the pleasure of enclosing a short report of the state, condition and prospects of our company, which I hope will be found satisfactory. I also enclose a calculation of the interest due on our bonds to the State and the Treasurer's statement corrected and signed by the State Directors; there is a small difference betwixt my statement and the Treasury, (mine being taken from another statement) but as the sum total is the same, it is not important, making as you will see, the cash on hand \$72.33 more than stated by me, and another account less. As you will have seen, Gen. Owen, you are of course informed of the result. Maj. Gwynn has gone to Washington to propose for a daily mail, in which we are all anxious he may succeed, as the success of the road, we think depends much upon our obtaining it.

With much respect
Very truly yours,
ALEXANDER ANDERSON, *President pro tem.*

The undersigned, President, pro tem of the Wilmington and Raleigh Rail Road Company, respectfully submit to the Board of Internal Improvement, the following REPORT of the state, condition and prospects of the affairs of the Company.

The Road is completed in a superior style, and daily use for the transportation of passengers and produce from this place to Faison's Depot, a distance of 64 miles, and from Weldon to Enfield 20 miles, making 84 miles. From Faison's depot to Waynesborough depot is 19 miles; about four miles of this is finished, and the remainder graded and all the sills and rails laid down and ready for the iron, with the exception of one and a half miles, which will be done by 6th Dec. next. The iron is now being laid down, and it is confidently believed that the road will be completed and daily use to Waynesborough by the 25th December next, when 103 miles of the Rail Road will be in complete and successful operation, being perhaps superior to any road of the same materials and construction in the United States. The whole of the remainder of the road, from Waynesborough depot to Enfield, being 58 miles, is under contract at prices within the estimate, and the sills and rails for about 20 miles purchased, and laid along the line of the road; of this portion, 8 miles will be graded by the first of January next, and on 4 miles of which the superstructure will be laid and in readiness for the iron; and it is estimated that by the 1st of May next, twenty miles of the above 58 will be completed and in use, leaving only 38 miles, (all of which is in progress,) of this great road, which well tried and responsible contractors are bound to complete by the 1st January, 1840; thus constructing, in the short space of less than three years, one of the longest and most important railroads in the world, and carrying out successfully and triumphantly, the first great work of Internal Improvement embarked in by the State of North Carolina.

By the Treasurer's statement of the 8th instant, you will perceive that the amount expended in the construction of the road, bridges, depots, water stations, &c., including all materials, salaries, office expenses, printing, surveys, &c. &c, is

\$759,496.20

Purchase of steam boats, being the balance of that account

182,176.00

Do. Stages and horses, do. Do.

65,778.78

Do. Real estate for depots, &c. &c., including
Clarendon house

10,234.95

Do. Engines, coaches and cars

51,006.50

Amount in hands of agents, not disbursed

7,181.37

Contingents, being postages, advertising, agents, profits
and loss, &c.

3,963.79

Amount paid to contractors in Edgecombe, partly in adv.

20,500.00

Cash on hand
39,397.85

\$1,139,735.44

The amount of receipts and balance due by the Company, as per Treasurer's statement, is as follows:

From individual subscribers, including amount paid
partly in advance to Edgecombe contractors
\$570,146.17

From State, 1st, 2d, and 3d instalments
450,000.00

do. on loan
100,000.00

Balance of transportation account, being profits
7,158.97

do. instalment, (State not included)
1,540.90

Bonds payable
532.00

Scrip payable, issued to contractors in Edgecombe
1,164.00

Bills payable, 2 notes to D. J. Burr & co. for
1 Locomotive, &c.
7,682.83

Balance due H. Burden, Troy factory, for spikes
1,070.96

do. do. Depeyster & Whitmarsh
439.61

\$1,139,735.44

The monthly expenses of the stages is estimated at
\$4,500.00

do. do. steam boats
1,500.00

The income from stages, steam boats and rail road, may now be safely estimated at \$11,000 per month, which will gradually increase as our rail road progresses.

Estimate of the amount required to complete the Road and equipment, including the amounts due to contractors, &c.

Due on work from Wilmington to Waynesborough depot

\$70,000.00

Cost of road from Waynesborough to Enfield

442,000.00

12 locomotives with tenders

90,000.00

8 coaches, 56 passengers each, \$2250

18,000.00

8 burthen cars 300

24,000.00

2 additional steam boats for a daily line

120,000.00

Ware houses

15,000.00

Engineers

20,000.00

Negro hire

17,000.00

Due on work, Halifax to Enfield,

15,000.00

Interest due to State

9,350.00

\$840,350.00

Deduct amount paid contractors in

Edgecombe

\$21,664.00

Supposed avails of the Boston

15,000.00

36,664.00

\$803,686.00

Our means and expectations to meet the

above are 25 per cent from individual

subscribers, being the balance of

their subscription

\$188,862.50

Less received	3,555.67
\$185,206.83	

Balance on 4th instalment from State
50,000.00
Amount of loan obtained in England, L38,000 ster.
180,000.00
Cash on hand
39,397.85

454,604.68
Leaving a deficiency of
349,081.32

\$803,686.00

To meet and enable the Company to complete the Road without difficulty or embarrassment, I would most respectfully propose that the State loan the Company her Bonds to the amount of \$350,000.00, on which the money could be readily obtained as it might be wanted, and no possible risk to the State, on which the Company will, of course, pay all expenses and interest.

All of which is most respectfully submitted.

ALEX. ANDERSON, *Pres't. pro tem.*

W & R. R. R. Company.

Nov. 23, 1838.

WILMINGTON AND RALEIGH RAILROAD COMPANY IN ACCOUNT WITH
JAMES S. GREEN, TREASURER.

RECEIPTS.

By Cash,
Received from individuals on account of stock,
“ from State of North Carolina, being her 1st, 2nd,
\$570,146.17
and 3d instalments on subscription.
450,000.00
“ from ditto, on loan
100,000.00

Balance to credit of transportation account,	\$7,158.97
“ “ interest account,	1,540.90
“ “ bonds payable,	532.00
“ “ scrip payable,	1,164.00
“ “ bills payable,	7,682.83
“ “ H. Burden, Agent, Troy	
“ “ Factory,	1,070.96
“ “ Depeyster and	
“ “ Whitmarsh, (N.Y.)	439.64
11,589.27	

\$1,139,735.44

Wilmington, N.C., 8th November (inclusive) 1838.
JAMES S. GREEN, *Treasurer*.

EXPENDITURES

1838 Nov. 8.

To Cash Paid,	
On account of excavation and embankment,	\$163,215.50
“ “ bridges,	
81,548.62	
“ “ rails, sills, and knee,	
123,301.20	
“ “ superstructure,	
59,719.15	
“ “ iron,	
142,068.48	
“ “ engines, coaches, and cars,	
51,006.50	
“ “ real estate,	
10,234.95	
“ “ land damages,???	
11,800.76	
“ “ shops and warehouses (at Wilmington and	
“ “ Weldon,)	
39,072.03	
“ “ engineering,	
30,531.69	

“	“	mathematical instruments,	
1,794.61	“	“	
“	“	office expenses,	
1,185.67	“	“	
“	“	salaries,	
12,428.37	“	“	
“	“	printing,	
3,389.95	“	“	
“	“	negro hire,	
9,455.64	“	“	
“	“	surveys and location,	
17,327.31	“	“	
“	“	depots and water stations,	
4,417.84	“	“	
“	“	repairs of road,	
3,519.70	“	“	
“	“	profit and loss,	
261.93	“	“	
“	“	contingent,	
3,701.86	“	“	
“	“	Halifax and Weldon rail road,	
54,647.34	“	“	
“	“	stages and horses,	
65,778.78	“	“	
“	“	steam boats—viz: Boston,	\$58,233.70
“	“	“ “ N. Carolina,	61,143.97
“	“	“ “ Gov. Dudley,	57,536.99
“	“	wood for boats,	5,271.99

182,176.01

In suspense (being amount in hands of agents not yet disbursed,)

7,181.37

Amount paid contractors in Edgecombe county; partly in advance of contracts on the rail road, being the amount due by them on account their rail road stock, which sum is included in the receipts of stock as cash,

20,500.00

Balance in hands of Treasurer,

39,470.18

\$1,139,735.44

Examined and found correct,

E. P. HALL.

JAMES CASSIDEY.

1. SPEED OF THE MAIL.

We understand that proposals of the Wilmington and Raleigh Rail Road Company for carrying on the 1st January next, the Great Mail between Petersburg (Va.) and Charleston, have been accepted by the Post Master General, by which company it will be carried between Wilmington and Weldon, (N.C.) in 41 hours, and arriving here early in the morning, reach this city in eighty-six hours from New York, or from six to seven hours earlier than Express Mail arrives here at present, thus entirely superseding that Mail between Charleston and New York. The Post Master General with his usual attention to the wants of the commercial community has, in this arrangement, consulted their interests, by facilitating the Great Mail, while he has evinced that regard to the general convenience, which has so invariably characterized his administration. It remains, to perfect this arrangement, that the Great Mail should be continued to Augusta, thus completing the line between New York and that place. The Post Master General is now treating with the Charleston and Hamburg Company for this purpose, and there is no doubt of a successful issue to the negotiation.—*Charleston Pat.*

Wilmington Advertiser,
January 4th, 1839.

2. [Notice]

The new and splendid Steamer C. Vanderbilt, arrived in our waters on Sunday night last, and was immediately placed on the line between this and Charleston. We will give her tonnage &c., as soon as we are officially informed. The Wilmington & Raleigh Rail Road Company are now running a daily line between this and Charleston—the time having arrived when the execution of their contract with Post Office Department begins.

Wilmington Advertiser,
January 4th, 1839.

3. OUR TOWN, OUR CONDITION, OUR PROSPECTS.

We mentioned last summer that Congress had established a new post route, (in which our citizens were deeply interested) running from Weldon, via Wilmington, to Charleston. We further stated that the Wilmington and Raleigh Rail Road Company would probably secure the contract. The conjecture which we then made, based upon the energy and management of this company, is now realized, and our citizens are enjoying mail facilities which they have never before experienced, and which must tend greatly to advance the interests of the mercantile community. The rapidly, frequency and certainty with which our merchants can now carry on their correspondence—their means of

acquiring late and accurate intelligence of the foreign and domestic markets, are strongly calculated to inspire greater confidence in their business transactions, and thereby greatly to augment and accelerate the prosperity of our town. We are not weaving “webs of fairy tissue” or indulging our readers in the illusion of a sanguine fancy, but simply portraying a state of things which must as inevitably come to pass—as that human effort is capable of overcoming obstacles.

Already have the efforts of the Wilmington and Raleigh Rail Road Company established the hum of business in a part of the town, where two years ago “the cypress drooped” and desolation brooded—and all is now bustle and confusion where all there then was sluggishness and unbroken silence. Their road is completed, hence to Waynesborough, except laying the iron on the last section, which will be done as soon as it can be received from New York and Philadelphia, whence, it is hourly expected.—Three engines have been ordered from Norris’ shop and one from Baldwin’s. Two of the former are done, and will be shipped, so soon as the ice in Delaware Bay will allow a free passage.—Three passenger and four baggage cars have also been ordered from Wilmington, Delaware, one of which is done, and is to be immediately, or has been shipped from Baltimore. We hear that the manufacturers of these splendid cars, Mssrs. Betts, Pusey & Harlan, contemplate erecting a shop for constructing all articles in their line of business in this place.

Wilmington Advertiser,
January 11, 1839

4. PRODUCE.

We learn that there is a vast quantity of produce at the several depots of the Wilmington and Raleigh Rail Road ready for Market. Indeed it has accumulated faster than the company can transport it, and much dissatisfaction is said to exist in consequence. We are both pleased and displeased at such a state of things. Pleased to see so much marketable stuff, seeking purchasers in our town; and displeased that the company cannot carry it off as fast as it is brought to them. Rapid exertions are, however, now making to do this; and our country friends are assured that they are suffering a greater inconvenience now than they will ever do again. The company just received a small quantity of iron, and an additional locomotive from Philadelphia. More of both is daily expected.

Wilmington Advertiser,
February 11, 1839.

5. [notice.]

Vast quantities of produce still encumber the depots of the Wilmington and Raleigh Rail Road; but with the facilities for transportation which the Company now possess, they will be enabled to place it all in market in the course of 3 weeks.

Wilmington Advertiser,
March 1, 1839.

6. [notice.]

His Excellency EDWARD B. DUDLEY arrived in Wilmington on the 23d ult., where he will remain for several weeks.

Wilmington Advertiser,
March 1, 1839.

7. [notice.]

The N. Y. Star, and the Charleston Mercury ask, why not build a Steam Ship like the Sirius to run between those two cities? For four simple reasons gentlemen—Passengers may be carried quicker, cheaper, safer by the Wilmington route than by the one you suggest.—And what is of much more consequence to you—Such a Steam Ship won't pay.—Ask the owners of the Neptune.

Wilmington Advertiser,
March 1, 1839.

8. [notice.]

It is gratifying to our local pride to see the long train of heavily freighted cars which are consistently arriving at the upper end of town.

Wilmington Advertiser,
March 1, 1839.

9. WAYNESBOROUGH FESTIVAL.

February 22d, 1839.

MR. HILL,

SIR,

The events of the last week in our village we consider to have been of sufficient interest, both locally and generally, to claim a preservation in your useful journal; and we hope the publication will afford pleasure to our friends who participated in our enjoyment, and cheer the hearts of such as were present, and encourage every friend of the State to look forward to similar scenes of happiness and enjoyment in his own county or town. Never has it been our lot to witness such general and unalloyed pleasure as beamed in every countenance of the thousands who thronged our streets on Friday; and although festivity and mirth reigned unabated throughout most of the night, the brilliant sun of Saturday never shone on merrier or happier faces.

On Thursday a rumor first reached us that the steamer M'NAIR, Capt. Gifford, with her spirited and enterprising owner, Gen. James B. Whitfield, on board, having overcome all difficulties, was already in our waters, but a few miles from town.

A thrill of joy, like electricity, seemed to run heart to heart, and in a very short time some hundreds had collected to witness the first STEAM NAVIGATION of Neuse river. About sundown the boat came up, and anchored off our landing, and was received with national salute, and the long continued cheers of the multitude.

On landing, Gen. Whitfield was conducted to Mr. Churchill's hotel, and we hope was fully convinced the citizens of Waynesborough were glad to see him.

The sun of Friday rose a sun of pleasure and triumph. That "of Marengo" was not a brighter!

The best evidence of a general interest felt by all classes to witness the great state triumph—the completion of the first grand section of the Wilmington and Raleigh Railroad, was to see our streets thronged at an early hour with our GOOD STATES YEOMANRY, whose only anxiety appeared to be to witness the first arrival of our friends from Wilmington. At 2 o'clock a procession was formed at Mr. Churchill's hotel, and marched to the railroad, to be in readiness for the arrival of the train. At 3 o'clock they arrived, being a large number of citizens, and that splendid corps, the Wilmington Volunteers, accompanied by their elegant band of music. They formed immediately, and marched to the stagehouse, accompanied by the procession. During the march a national salute was fired. The military and civic procession was formed in solid column in front of the hotel, and the following address was delivered in a spirited and elegant manner, by Wm. H. Washington, Esq.

GENTLEMEN:

Permit me, on behalf of my Fellow Citizens of Wayne, to bid you welcome to our town—welcome to our firesides and to our hospitality. We hail you as brothers engaged with us in the same common cause—united to us by interest—united to us by the strong ties of sympathy and affection. We hail you as benefactors; for unto WILMINGTON be the honor of having first given life, spirit and energy to the cause of Internal Improvement in North Carolina. Four years ago while darkness and gloom covered our beloved State—and the tide of emigration was annually sweeping from her borders hundreds of her most influential and worthy citizens,—“the bone and sinew of the country,” a bright spot was suddenly seen in the southern horizon. A sun of gladness and joy has risen over the town of Wilmington, and has shot its rays to the uttermost parts of the State,—dissipating the accumulated darkness of ages—renewing and invigorating the wasted and waning energies of the State, and diffusing a spirit of activity, contentment and happiness among her citizens.

We have felt its genial influence, and we gratefully acknowledge YOU under God as the authors of the blessing—We now feel that a brighter era is dawning upon us. We believe that the progress of Internal Improvement MUST and WILL BE ONWARD—God grant that it may grow, flourish and spread until every town hamlet and village in North Carolina may be connected by railroads, canals and turnpikes; and that the people of the North and South—of the East and West may become one people—a people united prosperous and happy. We anticipate much good from our meeting here to-day—“We feel that it is good for us all to be here.” The twenty-second of February eighteen hundred and thirty-nine will be long cherished and remembered as the day on which the alliance between Wilmington and Waynesboro’ has been fully consummated—The day has been well selected. It is one which should be dear to the heart of every American. It is one which should be cherished and commemorated throughout all time; and in every country where virtue has a name or liberty a friend. It is the Anniversary of the day which gave birth to the Political Saviour of this country—the man who was “first in war, first in peace and first in the hearts of his countrymen.” He blessed the country which gave him birth—fulfilled his high destiny below, and closed his bright career in glory—and ages hence when the pillars and pyramids erected to immortalize the deeds of conquerors and Kings shall have mouldered in the dust, and the ashes of those whose memory they were intended to perpetuate, shall have mingled with meaner clay and be forgotten, the breath of admiring patriots will hallow the name of the father of his Country! Yes, Gentlemen, though GEORGE WASHINGTON is dead; he still lives—he lives in the hearts of his countrymen, he lives by his example and his precepts—Let us follow his precepts and imitate his example, as the most unerring human guides in the path of good citizenship, that we may participate in the glorious duty of diffusing those blessings of liberty and happiness which he invoked on our country.

He was promptly responded to, in a style of eloquence seldom exceeded, by Joshua G. Wright, Esq. of Wilmington, in the following reply, which was received by a salute from the military, the roaring of cannon, and the still louder cheers of the crowd.

CITIZENS OF WAYNE,

We rejoice to meet you on this festive day. With the warmest exultation of our hearts do we respond to the kindness that has summoned us hither, and feel that our presence but inadequately expresses our sense of the favour. The gladdening scene that now arrests our gaze, proclaims that no ordinary occasion is at hand, and cannot fail to make a strong appeal to the sensibilities of every man who stands around me. Long has this day been greeted with patriotic rapture, and reverently do we honour it as the natal day of him whose name is indissolubly connected with our nation's glory. It is not, however, solely to enjoy the kindling memories it inspires, or to furnish forth the customary pageantry of the day, that the citizens of Wilmington have at this time sought your fellowship and friendship. Recognising you as co-workers in a great and goodly enterprise, we come among you in the true spirit of brotherhood, to indulge those congratulations which the success of our blended efforts prompts us to express. With unfeigned sincerity and gladness we have thronged to your borough, to commemorate that new alliance, which is this day realized from the progress of our magnificent work; and gratefully do we confess the generous aid you have imparted. Together, we have achieved a noble triumph, and that historic page on which this day's doings shall be written, will eloquently tell of what we have jointly dared and done. Well may those who have engaged in this good cause, while acknowledging the liberality of our State, indulge the proud consciousness of having done much to elevate her character. The cheering light of a new era is beaming around us.

Those "doubts which traitor like betray,
And make us lose the good we oft might win"

no longer crowd our path, to chill our hearts, and unnerve our hands. No fears for the future can now affright us; for in its clear perspective, HOPE beckons us onward to the certain consummation of our cherished undertaking. And is not this herald of better times for North Carolina? Already has she caught unwonted vigour from that life giving artery which now courses through our land; and in her quickened industry and enhanced resources, we discover the glad assurance, that our labour has not been in vain. Never, no never, has yonder overhanging firmament witnessed a prouder day for her, the mother of us all. Heaven grant her patriot sons, throughout her wide extended territory, may possess a kindred spirit to that which now animates those of Wilmington and Wayne. Then shall we all feel those ties of amity, with which we this day bind our hearts together, and advancing time will perpetuate and hallow the union.

After a short respite, during which refreshments were served by the young gentlemen acting as stewards, the procession was formed in the following order:

Major Geo. W. Collier, Dr. Hall, W. S. G. Andrews, and Wm. Hall, Esquires, as pioneers,

The president of the day, and the Governor of the State.

1st Vice President, and Dr. J. O. Watson,
Col. E. Slocumb, Col. James Wright, Col. Thomas Wright, and Sampson Lane,
Esq.,

Venerated relics of the revolution,

Band of Music,

Wilmington Volunteers,

Gentlemen of the Bar,

Invited guests, and citizens promiscuously from all parts of the State.

In this order the procession marched through our principle streets, to the tent, under which tables were spread, and covered with a collation, thought suitable for the occasion, furnished by Dr. W. H. Buffalo.

At the table Gen. Nicholson Washington presided, assisted by Willis Hall, Esq. Dr. Andrews, James Griswold, Esq. Martin Stevenson, Esq. and Major J. C. Slocumb, as Vice-presidents.

After the cloth was removed, the following sentiments were offered, accompanied by and interspersed with music and artillery:--

REGULAR TOASTS

1. The Day—auspicious in our country's annals, the event we celebrate shall add to its glories.

1 gun. Washington's March.

2. Our Country, and its Improvement.

1 gun. Hail Columbia.

3. Railroads and Canals—the sinews and arteries of our national prosperity.

1 gun. Railroad March.

4. The President of the United States.

1 gun. Presidents March.

5. Our guest, EDWARD B. DUDLEY, the life and soul of our enterprise—may God's blessing and his country's forever rest on him. [Standing.]

1 gun. 9 cheers, & reaped. Governors March.

To this toast GOV. DUDLEY replied in substance—that he considered the compliment of the highest order, and as so intended—that he had not language to express his feelings and his thanks in proper terms. But as the sentiment was private in its nature, he could not think of detaining the company at that late period of the day, to say more than offer a sentiment in return.

The Citizens of Wayne, who have nobly and patriotically aided the great work with their money and friendship—May they long live to enjoy the rich reward of good dividends, and the conscious pleasure of having done the country some service.

6. The President and Directors of the Wilmington and Raleigh Railroad.

2 guns. 3 cheers. Railroad March.

7. Capt. Gardner, and the Wilmington Volunteers—a band of which our country should be proud.

3 guns. 9 cheers. Wilmington March.

To this toast Capt. Gardner replied in the following spirited and public address, as soon as the immense cheering would admit.

I regret my inability, gentlemen, to respond, as I could wish, to the handsome compliment you have just bestowed upon the company I have the honour to command; and yet, my understanding would indeed be recreant to my heart, if it did not enable me to give expression to the sensibilities with which your kindness has filled me.

You have invited us, gentlemen, to your patriotic and enterprising country to share in the festivity of a great occasion. We come as citizen soldiers, not thank Heaven, in the imposing panoply of war, to defend our country, or to protect our homes from danger, but under the blessed shield of peace, to share the kindness and hospitality of those homes, and to commemorate the first great civic triumph which the energy and the enterprise of North Carolina have effected in the race of internal improvement. The goal, gentlemen, is now happily before us. If cloud and darkness have rested on our prospects, the bright sun of certainty now dispels every mist, timidity itself is reassured, and envy and malice are in the dust at our feet.

It is fit that Wayne and Wilmington should rejoice together at the event. It is appropriate that they should make it an annual jubilee, and they may be excused the exhibition of some pride in its contemplation, for it is emphatically their work—one of

immense magnitude in relation to their means—begun under doubt, discouragement, and reproach, and carried on by their energy, to a glorious consummation.

I give you fellow citizens,

Waynesborough and Wilmington—they have united their destinies, may their union be harmonious and indissoluble.

8. Our friends from Norfolk and Portsmouth—in our time of need they lent us a hand, in our prosperity let us not forget them.

2 guns. 3 cheers. Auld Lang Syne.

9. Our guest, Gen. James B. Whitfield, the first navigator of Neuse river—he deserves and SHALL RECEIVE the encouragement and gratitude of the people.

3 guns. 9 cheers. Hail to the Chief.

Gen. Whitfield, evidently much surprised and agitated, replied to the long and loud cheers of his friends from every part of the tables, as follows:--

MR. CHAIRMAN:

I rise to return my sincere acknowledgements for the unexpected honor done me in the sentiment just expressed, and received with such enthusiastic applause by this numerous and highly respectable company. I assure you sir, that to none could it afford more proud satisfaction to receive this testimonial from the source it comes than to myself. The enterprise alluded to in the sentiment is one in which I have ever felt a lively interest—I consider it as a measure of great importance to the people of the Neuse River Counties. We have now a noble and gigantic Rail Road penetrating.....

Wilmington Advertiser,
March 8, 1839.

10. STOCKHOLDERS MEETING.

The Stockholders of the Wilmington and Raleigh Railroad Company held their third annual at Waynesborough, on the 6th and 7th inst. Col. ANDREW JOYNER, of Halifax, was called to preside over it, and Messrs. Green and Griswold, of Wayne, acted as Secretaries.

We cannot now speak of the reports submitted by the President and other officers, as we were not present; but we hope to publish such portions of the proceedings in our next, as the committee appointed to superintend the printing, may resolve to publish.

We can say this much, however, that the old President and Board of Directors were re-elected; that it was resolved to borrow \$300,000 to complete the work, and that in future the annual meetings shall be held in Wilmington, on the 1st Monday in November. Nearly the whole was represented. Dr. John Hill of Wilmington, appeared as the State's proxy.

The decision and energy which this Company have already manifested, and never more than upon this occasion, augur favourably for the good management and success of this great work. They permit no difficulties to repress their ardour, and their vigorous efforts under the most overwhelming embarrassments, never fail to insure their triumph. Accidents may momentarily derange their plans, but they are sure to be speedily readjusted, and pursued with increased benefits to the public. Such energies can never be unavailing, and we hope, and believe, they may be amply rewarded by a discriminating public.

Wilmington Advertiser,
May 10, 1839.

11. STEAM BOAT COLLISION.

The non-arrival of the Steamer Vanderbilt up to yesterday morning from Charleston, (due on Sunday morning) and the North Carolina being also due yesterday morning, without making their appearance caused a n intense anxiety in our community. At about 10 o'clock A.M. yesterday, the Steamer Southerner, Capt Chase, arrived from Charleston bringing the unpleasant intelligence that the Vanderbilt and North Carolina came in contact with each other on Saturday night about 11 o'clock, off Georgetown light—the former on her way to this port, the latter hence to Charleston. The Vanderbilt struck the North Carolina, on her larboard beam, near the forward gangway, cutting her down to the copper line, and otherwise damaging her to a considerable extent. The injury received by the Vanderbilt was slight, and will be repaired in a few days. Both boats made directly for Charleston, where they arrived at 6 o'clock on Sunday morning. We have heard various accounts of this unfortunate occurrence, and of causes which led to it, but forbear at present any notice of them, as we are assured that the most prompt measures are now taking by the Company's Directors, to investigate the affair thoroughly, and that such action will be had, as will strongly guard against any thing of the kind in the future. There will not be, in consequence of this accident, any interruption to travel upon the line, as other boats will take the places of the injured ones, until they undergo the proper repairs.—*Chronicle.*

Wilmington Advertiser,
May 10, 1839.

12. [Notice]

The Captains of the two boats which came in collision, (an account of which we publish to-day,) are both suspended, until the Board of Directors can institute an inquiry into the causes of the accident, and ascertain upon whom the blame, if any, should properly rest.

The examination should be faithful and rigorous, and the party inculpated should be immediately dismissed from the service of the Company. Individual feelings must yield to public good, and the public safety should not be jeopardized by feelings of false kindness for individuals. We feel satisfied, however, that the Directory will act in such a way, in this matter, as to merit the confidence of the public.

Wilmington Advertiser,
May 10, 1839.

13. RALEIGH AND GASTON ROAD.

We are glad to hear of the energy and spirit with which this work continues to be pressed. The fine bridge over Crabtree Creek, three miles from this city, is just completed, and is a good specimen of neat and substantial work. It is 312 feet in length, supported by a single *centre* pier.

Raleigh

Register

Wilmington Advertiser,
May 10, 1839.

14. *The action of the Directory of the Wilmington and Raleigh Rail Road Co. on the case of the late collision.*

We mentioned in the last number of the Advertiser, that the Captains of the Steamboats which came in collision, between this and Charleston, were suspended until the Directory of the Company could examine the facts, and take some definite action.

The examination which was then pending has been brought to a close. A patient and impartial investigation of all the circumstances has resulted in the removal of Captain DAVIS from the command of the North Carolina.

Capt. Davis was a favorite with the Company and the community, and nothing but a firm sense of duty could have forced the Directory to have broken him. And none can be more sensible of the correctness of the act than he.

Several petitions, numerously signed, have been submitted to the board, praying for his re-appointment, but as the decision was deliberate, and such petitions are usually addressed to the feelings rather than the understanding, they could not with propriety, and therefore, did not restore him.....

The NORTH CAROLINA will be again ready for sea about the 1st of June.

The Promptitude and firmness with which the Directory acted upon this matter, is calculated to establish that confidence in the mind of the traveler, which is so essential to the success of their work.

Wilmington Advertiser,
May 17, 1839

15. [NOTICE.]

TRAVELERS are again cautioned against the many misrepresentations made to prejudice them against the route to and from the South, via *the Chesapeake Bay Steamboats, and the Portsmouth and Roanoke.*

More than twenty two years have the boats on this Bay been running at all seasons of the years, and never has LIFE OR LIMB BEEN LOST by them. The trains on the Portsmouth and Roanoke Railroad have now run more than 125,000 miles within the last 18 months, and not an injury of any kind, however small has resulted.

Through daily between Baltimore and Weldon (where commences the Wilmington and Charleston daily line.) *in twenty one hours, with but one change of BAGGAGE. No loss of sleep, no night traveling on RAILROADS,* and at less expense than on any other line.

Co.} Office of the P. & R. R. R.
1839.} Portsmouth, May 4th,

The Charleston Courier, Augusta Chronicle, Savannah Georgian, Mobile Advertiser, New Orleans Bee, and Raleigh Register, will copy the above one month each, and send accounts to the office of the P. & R. R. R. Co.

171 bw

Wilmington Advertiser,
May 17, 1839.

16. WILMINGTON & RALEIGH R. ROAD BONDS IN LONDON.

In the rates of American Stocks as quoted in London, as late as the 16th of April, we find Wilmington & Raleigh Rail Road bonds (five) quoted at 84.

Wilmington Advertiser,
May 17, 1839.

17. [Notice]

The Wilmington and Raleigh Rail Road Co. contemplate opening two more sections of the road about the first of July.

Wilmington Advertiser,
May 17, 1839.

18. THIRD ANNUAL MEETING OF THE WILMINGTON AND RALEIGH RAIL – ROAD COMPANY.

We publish below, the proceedings at the annual meeting of the Stockholders of the W & R. R. R. Company. The report of the President in relation to the operations of the Company for the past year, is not yet prepared for publication, and will be given in our next paper. It will be seen from the action taken by the Stockholders, and from the Presidents report, when published, that no efforts have been wanting, to push onward this work, so important in every point of view. Great praise is due to those of the Stockholders' who so cheerfully came forward and pledged their individual responsibility to the amount of their respective Stock, for the repayment of the loan recommended by the Finance Committee. Such zeal for the work in which they are engaged, must command the plaudits of a discerning public, and eventually meet a rich reward.—
Chronicle.

At a regular annual meeting of the Stockholders of the Wilmington and Raleigh Rail Road Company on Monday the 6th May, 1839, in the town of Waynesborough; on motion of Willis Hall, Esq., Col. Andrew Joyner, of Halifax, was called to the Chair, and James Griswold and John A. Green, were appointed Secretaries.

The Secretaries and James T. Miller, Wm. A. Williams, and James Gordon, were appointed a Committee to examine ?????, and to report the amount of Stock represented. The committee after examining reported that 4626 shares of the Stock owned by individuals were represented, and also the State Stock by Doct. John Hill, of Wilmington.

On motion of Gen. James Owen, Mssrs. Alston and Waterman, of South Carolina, and Gov. D.L. Swain, were invited to take seats in this meeting.

On motion of James Gordon, Esq., Capt. Dimock was invited to take a seat in this meeting.

Gen. James Owen, President of the Company, read his report, and on motion of Gov. Dudley, 500 copies thereof were ordered to be printed, with the proceedings of this meeting, and that one copy be distributed to each Stockholder. And that so much of the report as relates to ways and means be referred to a committee of five, to be appointed by the Chair: Whereupon the Chair appointed Mssrs. Aaron Lazurus, A. Anderson, James S. Battle, John Wright and Gen. N. Washington, to constitute said committee.

A motion was made by Gov. Dudley, to proceed to elect a President and six Directors for the ensuing year.

Whereupon, Mssrs. John Wright & Col. Sharp were appointed to superintend the balloting for President of the Company; after the balloting, they reported Gen. James Owen unanimously elected for the ensuing year.

And Mssrs. C. C. Battle and Col. Sharp, were appointed a committee to superintend the balloting for six Directors; after the balloting, the committee reported that A. Anderson, Aaron Lazurus, Wm. B. Meares, P.K. Dickinson, Robt. H. Cowan, and Thomas H. Wright, were unanimously elected Directors for the ensuing year.

The Committees appointed at the last annual meeting to examine the accounts of this company returned their reports which were read and accepted. [See A & B.]

The meeting then adjourned until 8 o'clock next day.

Tuesday, May

7.

Met according to adjournment.

On motion of C. C. Battle,

Resolved, That a Committee of three be appointed by the Chair, whose duty it shall be to investigate the affairs of the Company for the ensuing year, and report to the next annual meeting of the Stockholders at as early a period of the same as may be practicable.

On motion of Gov. Dudley,

Resolved, Unanimously, that we learn with pleasure from Mssrs. Alston and Waterman, delegates on the part of the Charleston, Georgetown and All-Saints Rail Road Company, that a Rail Road is contemplated on the route leading from the City of

Charleston to our State line in the district of Waccamaw, with the expectation of a connexion on our part by a road from Wilmington to the South Carolina line.

Resolved further, That we look upon the enterprise of our neighbors with much satisfaction, and shall be found to co-operate with them so soon as our pecuniary condition will allow, and the public exigencies demand our action.

A. Lazarus, Chairman of the Committee of ways and means, returned a report which was read, accepted and agreed to. [*See report C*]

Gov. Dudley on behalf of the board of Internal Improvements, reported that the following gentlemen had been appointed Directors on behalf of the State for the ensuing year, viz: E. P Hall, James Cassidy, Richard Washington, and Doct. James Hicks.

On motion of Col. John McRae,

Resolved, That a Committee of three be appointed to examine the accounts of the engineering department. A Committee of three to examine the accounts of salaries of Officers. And a committee of three to examine the accounts of transportation and contingent expenses.

The Chair then appointed Mssrs. James S. Battle, John Wright and S. A. Andrews, a committee to examine the engineers department.

John McRae, Willis Hall and Arnold Bordon, were appointed a committee to examine the accounts of the salaries of Officers.

And, William A. Williams, J. W. S. West, John Everett and Sel'e Pope, were appointed a committee to examine the accounts of transportation and contingent expenses.

On motion of J. T. Miller,

Resolved, That a committee of two be appointed to prepare for printing, so much of the proceedings of this meeting, as they may think necessary.

The Chair then appointed Messrs. J. T. Miller and Wm. B. Meares a committee for that purpose.

Col. A. Joyner, from the Chair, named the following gentlemen, the committee under the first resolution, viz: John Wright, James Anderson & John P. Brown.

The committee appointed to examine the engineering department, through Sam'l. A. Andrews, made a report, which was concurred in.

o'clock P.M.

Met according to adjournment.

The committee on salaries of Officers, through Col. John McRae, made a report, which was concurred in.

The committee on transportation returned through Mr. Williams their report, which was read, and on motion of James T. Miller, was laid on the table.

On motion of Gov. Dudley,

Resolved, That the time of the next General meeting of the Stockholders of this Company be changed, from the first Monday in May, to the 1st Monday in November, and that they hold said meeting in Wilmington.

On motion of James T. Miller,

Resolved, Unanimously, That the thanks of this meeting are due, and are hereby tendered to the Chairman, for the dignity and ability which he has exhibited in the discharge of his duties.

On motion,

Resolved, Unanimously, That the thanks of this meeting be tendered the Secretaries, for the faithful performance of their duties.

On motion of Mr. Lazarus,
The meeting adjourned.

A. JOYNER, Chairman.

JAMES GRISWOLD, }

JOHN A. GREEN, } Sec'ries.

A. The Committee appointed at the last annual meeting to examine the vouchers with the corresponding charges in the Company's Books, and to ascertain the precise amount expended up to the 4th May, last beg leave to *Report*, That they have attended to the duty assigned them, and that they found a proper voucher for every charge in the Company's Books, and that the amount expended agrees with the amount as shown by the Treasurer at the last annual meeting, viz:--\$795,153.97, and it gives them pleasure in being able to state, that the correct and systematick manner in which they found the books kept and every document on file rendered their examination, although tedious, comparatively easy.

W. A. WILLIAMS.
ALFRED BRYANT.

B. The Committee appointed under the 6th resolution of the Stockholders, at their last meeting, respectfully *Report*, That they have compared the vouchers with the entries, and so far as your Committee have been able to ascertain, the accounts are correct and accurately stated in the annual report of the Secretary and Treasurer, which has been made up to the 1st inst., to which your Committee beg leave to refer, as forming the only report which they have to make relative to the affairs of the Company.

Your Committee take pleasure in stating that every disposition has been manifested by the Secretary and Treasurer, to facilitate the examination, and that all information and explanation called for have been promptly given.

Respectively,

H. R. SAVAGE,
O. G. PARSLEY,
JNO. WRIGHT.

C. The Committee to whom was referred the subject of ways and means for the purpose of completing the Rail Road, having had the matter under consideration, beg leave to *Report*, That they recommend that the President and Directors, should borrow on the best terms in their power, a sum not exceeding three hundred thousand dollars, and the better to enable them to accomplish that object, that they give a lien on all the effects of the Company; provided however, that all the debts previously contracted by the Company, shall participate in the security of said lien.

They also recommend, that the Stockholders, or as many of them as necessary, should give their personal security to the extent of the amount of the stock which they now hold, to aid in procuring said loan. It is to be presumed, that the Stockholders will not desire that the whole weight of responsibility, should rest on the Directors, but will cheerfully come forward and bear their share of the burthen.

They further recommend, that the nett proceeds of the road and steam bost line, after providing for the current expenses, shall be pledged for the payment of this loan.

A. LAZARUS,

Chairman.

Wilmington Advertiser,
May 17, 1839.

19. CHARLESTON, GEORGETOWN, AND ALLSAINTS RAILROAD COMPANY.

The undersigned, Commissioners for Georgetown, do hereby give notice that three thousand shares not having been subscribed at the first opening of the books for the formation of the above Company, they will continue to receive additional subscriptions until the 19th day of January, 1840, unless the shares shall be sooner taken.

E. B. ROTHMAHLER, }
J. W. COACHMAN, } Commissioners.
JOHN ALEX. KEITH, }

May 4th, 1839.

The Charleston Mercury, Courier, and Patriot, the South Carolinian, and Cheraw Gazette will publish the above once a week for two months, and forward their bills to the Union office, at Georgetown, S.C.

?????????????,
?????????????.

20. SKILL OF BALTIMORE AND NEW YORK MECHANICS.

It will be recollected by our readers that the Wilmington and Raleigh Rail Road Company, traded away the old Steamboat Boston, to Watchman & Bratt, for \$18,000 or 20,000 in part payment for another which they were to build for the Company.

“The Beautiful steam boat Wilmington was launched on Saturday morning last, from the ship yard of Mr. LANGLEY B. CULLEY, by whom she was built for the contractors, those far famed and celebrated Engineers, Messrs. WATCHMAN & BRATT. This vessel is 170 feet in length, 24 feet 8 inches beam, 10 feet hold of 400 tons burthen, and drew, when consigned to her proper element, but 3 ½ feet water.

“We understand she is built on Southern account, and is intended to ply between Wilmington and Charleston. In the construction of this vessel, strength and durability seem to have been the principle considerations. She has been securely arched and diagonally braced—is coppered and copper fastened—and is believed by competent judges, that experience will prove her to be a sea boat of the first class. Her model and construction certainly reflect great credit on her enterprising builders. The beautiful joining works of the W. was executed by Mssrs. T. MORRIS & SON.”

The Wilmington is intended to ply between this place and Charleston, in conjunction with the boats of Vanderbilt owned by the same company.

As this will be the first occasion upon which the skill of the ship builders of Baltimore, and those of New York has been brought into immediate competition and comparison, much interest, is felt as to which superiority may be decreed.

We understand that \$10,000 or \$15,000 more have been expended upon the Baltimore boat than the builders are to receive by the contract,--When such a feeling of just pride exists, excellence is certain to be attained.

Wilmington Advertiser,
June 14, 1839.

21. ERROR.

The *Charleston Courier* in an advertisement of the Petersburg and Richmond Rail Road Company sets down the fare from Charleston to Wilmington at \$20—this is evidently an error and the *Courier* should correct it—the fare between these.....

Wilmington Advertiser,
June 14, 1839.

22. WILMINGTON AND RALEIGH RAIL ROAD.

We saw a remark a day or two since, that in no other country than this, could 100 miles be traveled over at the rate of 10 miles per hour.—The remark is strictly true, and yet notwithstanding the rapidity and comfort with which the way-farer is now carried along in the United States, these advantages, as great as they are, are being constantly increased. We were led to these remarks from having just learned, from one of its officers, that two sections—making together 21 miles—have been opened upon the Wilmington and Raleigh Rail Road within a fortnight. This leaves but *thirty-seven* miles to be finished—of which 10 will be thrown opened for travel by the 20th of September—After which, 10 more per month will be opened until the whole is completed.

The cars now run 93 miles upon this road out of Wilmington, and 31 miles upon the Northern end from Weldon—making 124 miles in all, completed and used, and leaving but 42 miles of staging. From this 10 will be deducted on the 20th of September, and 10 more every month thereafter. The new boat WILMINGTON is expected to be ready to take her place on the line early in September.

Wilmington Advertiser,
August 23, 1839.

23. STEAMBOAT WILMINGTON.

The new Steamboat WILMINGTON, which has been impatiently expected at this place for some time, arrived in our waters on Thursday last, after our paper had gone to press, and was therefore only announced in a part of our last impression. As those of our friends who are absent, and such as have not seen her, may be supposed to be curioussubject, we will here subjoin a description of this boat, taking from Lyford Price Current, only making a few preliminary remarks.

Upon the delivery of the Wilmington by Watchman & Bratt, the building contractors, to the agents of the Wilmington & Raleigh Rail Road Company; it was ascertained before leaving the Chesapeake, that she was too slow for the purpose of

carrying the Great Southern mail, for which she was designed. She was consequently returned to these contractors for the purpose of making the necessary alterations. Watchman & Bratt having satisfactorily ascertained that she could not generate steam as fast as she could consume it, the furnace draught was increased by adding 12 feet to the length of her smoke stack, which partially remedied the defect. She then left Baltimore for Wilmington, and arrived here on the 20th. On the 21st she made her first to Charleston and on the 24th her second. The return passage of the latter, was performed in 16 hours—and the distance from Smithville to Wilmington—28 miles—in two hours by our editorial chronometer--___ favourable.

The buckets of her wheels, be it known are of iron. The force with which these are driven into the water was tested on our passage up from Smithville on Wednesday, by a reckless sturgeon, whose head paid the forfeit. For he had no sooner subject his *caput* to the action of one of the buckets than he was instantly decapitated, and his lifeless trunk was last seen floating down the stream, an inanimate monument of the danger of unbridled curiosity in the finny tribe.

The Wilmington burns one cord of wood per hour. Her guards being 18 inches higher above the water than the other boats, she is dryer at sea—at least so says Capt. Ivey her skillful commander.

The Wilmington is a new boat, just finished, and left our waters for the first time on Thursday last for Wilmington, N.C. in charge of Capt. Ivey. She is owned by the Wilmington and Raleigh Rail Road Company, for whom she was built by contract with, and under the supervision of Messrs. Watchman & Bratt, distinguished Machinists and Engine Builders of Baltimore. Mr. Langley B. Cully was the Shipwright; and ‘competent judges who have examined, have pronounced the workmanship faithfully executed; the materials not to be surpassed in quality; and her model is certainly beautiful.—Her length is 172 feet, breath of beam 24 feet, and depth of hold 30 feet, and her admeasurement about four hundred tons. Her bucket wheels are of iron, which is a new feature in building in this country; her Engine, one of Watchman & Bratt’s best, 135 horses power, and she has one of Raub’s patent double self-acting safety valves, the first which has ever been introduced to operate successfully, on board of any boats on our waters.—The accommodations are ample for 100 passengers, having that number of berths by each of which depends a life preserver.

The cabins are neatly not gaudily, furnished, and the upholstery is in correspondence. The dining Saloon which is about 40 feet long by 12 wide, extends from near the taffrail to the companion way of the main or gentleman’s cabin and is lighted by 11 windows on each side; the furniture is in keeping with the other cabinet articles, but the ornamental portions, although strictly chaste, are carried a degree or two farther in the porcelain imitation of the pilasters between the windows, the cornices of the ceiling, &c. and the gilding. The wood which the saloon is finished, is beautiful crotch mahogany and bird’s eye maple; and the whole is turned off in that kind of style which goes to show the correctness of the views of the owners in selecting agents to represent their interests. The Wilmington, the Gov. Dudley, North Carolina, and C. Vanderbilt, form the

line between, and leave Charleston, S. C. and Wilmington, N. C. daily in connection with the Railroad from the latter to Halifax, carrying the great Southern mail. Her cost, we believe is about \$60,000.

Wilmington Advertiser,
September 27, 1839.

24. [Notice]

A train of twenty-three cars, all well stored with merchandise of various kinds, for the interior, went up the Rail Road one day last week. A very large quantity of goods has already arrived at this port, to take the Rail Road, destined for parts of the country that have always heretofore received their supplies through other channels. Various sorts of country produce too, have been sent to this market by the way of the Road from sections of the State which have been to Wilmington, so far as traffic was concerned, *terra incognita*. The fruits of energy, liberality, and perseverance, are beginning to show themselves. Rich, we doubt not, will be the harvest.—*Wilm. Chronicle*.

Wilmington Advertiser,
September 27, 1839.

25. [Notice]

Wilmington and Raleigh Rail bonds are quoted in London August 30th, 83l 6s 8d.

Wilmington Advertiser,
September 27, 1839.

26. WILMINGTON AS A MARKET.

The Wilmington and Raleigh Rail is rapidly progressing to completion, and our town is beginning to enjoy some of those advantages which were expected to flow from the accomplishment of this work. The eyes of the intelligent farmer who resides in that fertile section of the State through which the road passes, are now turned to Wilmington as the best market for the disposal of his surplus produce.

Since the opening of the last section of this road, the first load of bacon ever brought from Green co. to this market, has arrived. And we have been informed by a gentleman, who has just traveled thro' that region, that a large portion of it, which has heretofore carried its surplus produce to Newbern, is now disposed to give the Wilmington market a trial. Among these, is the region in which Stauntonsbury is situated, which usually sends from 1,500 to 1,800 bales of Cotton to market. Now if our merchants are half so sagacious as we believe them to be, they will receive and secure,

not only the trade of this one section, but they will hold out such inducements as will draw the trade of the whole country which lies between this and the Roanoke, to our market.

Wilmington is the proper outlet for the wealth of that portion of North Carolina. From its greater commerce it can afford facilities to the farmer and country merchant which no other convenient port in Virginia or the Carolinas can. Perhaps our farmers are not aware that *the shipping which arrives at Wilmington annually is nearly as great as that of Charleston, greater than that of Norfolk, and equal to that of Petersburg and Richmond put together. If you doubt that fact look at the reports made by the Secretary of Treasury.*

Some of our country friends may also be surprised to learn that during the last year 597 vessels arrived at this port; and that a single house, exported during one year, from June 1838 to June 1839, 59,061 barrels of Turpentine; and 3,133 barrels of Tar.

There are regular packets between this place and New York, Philadelphia, Baltimore, Boston, Charleston, and all parts of the West Indies and some vessels to and from Liverpool. We think we have said enough to convince our country friends that Wilmington as a market is capable of affording them facilities which they have never enjoyed—But here is another important one, which her superior commerce and frequent intercourse with foreign and domestic markets, enables her to afford in a greater degree than any other port within there reach.

In all cases, where the owner or producer prefers taking the chances of any market abroad, to the existing prices here on his arrival, the acute merchant will advance him the cash for three fourths of its current value, and consign it on the producer's account, to the best houses in markets abroad. In this case it will be readily perceived that the producer may derive any advantage which prices abroad may give him over prices here, deducting the expenses of transportation &c, &c. These are matters which deeply concern our merchants and country friends; and as such should receive their profound consideration.

Wilmington Advertiser,
October 4, 1839.

27. EXTENSION OF RAIL ROAD.

The Wilmington and Raleigh Railroad Company have opened another section of their road this week, which reduces the staging to 30 miles. Thus step after step is this great work rapidly advancing to completion.

Wilmington Advertiser,
October 4, 1839.

28. [Notice]

Our enterprising friend Mr.EMMONS, we understand, has purchased those lots on Front St., which are bounded on the North by the ravine which is spanned by the Railroad bridge, and contemplates erecting a fine hotel thereon—Mr. Emmons is just the man for such a undertaking, and we heartily wish him success.

Wilmington Advertiser,
October 4, 1839.

29. WILMINGTON AND RALEIGH RAILROAD.

We take great pleasure in publishing to our country subscribers, the following items of news concerning the Wilmington and Raleigh Rail Road. We know the interest they feel on this subject, and are therefore, always anxious to communicate such facts. The following have been kindly furnished to us by a friend, whose official station is a warrant for their accuracy.

The ship Oberlin has arrived in New York, after the short passage of 21 days from England, with five hundred and seventy five tons of Iron for the Wilmington & Raleigh R. Road Co.—a small balance of 160 to 180 tons, now supposed to be on the way will complete the amount of Iron ordered, and which will arrive in time for the wants of the road.

This fine dry weather of the last two month will leave the contractors no hole to creep out at, and makes assurance doubly sure that the Road will be completed by 1st of January, the time fixed in the contract.

We understand that another engine (one of Norris') has been purchased, and will be placed on the northern end of the road by the 1st of November.

The heavy gales of wind which commenced on Saturday afternoon last, and continues till Monday morning, created a temporary suspension of the mail carriage, but now all is again smooth and going on like clockwork.

It may be well to notice the fact that while 2 cargoes of Iron for the Raleigh and Gaston Road have been lost on their passage, ours has come out safe, sound, and without even a spec of rust upon it.

Something in good luck after all.

Wilmington Advertiser,
October 11, 1839.

30. WILMINGTON AND RALEIGH RAIL ROAD.

“Every mile added to the line of rail way on the Wilmington and Roanoke Road, shortens by so much the distance between Charleston and Norfolk. But a little time since, the Southern mail was early when it reached Portsmouth by 1 o’clock P.M.; now, since the completion of another section of the Wilmington rail road, it arrives at 11 A.M. What a change from the old jogtrot system of horses and stages! When they were in vogue, our mail communication with Charleston was accomplished in six days—now railroads and steam boats have brought it to less than two; and when all is done; the time will be reduced to a day and a half! Then there were frequent failures and interruptions of the mails; now they rarely ever happen. All this may be said to be owing to the excellent way the Wilmington Railroad Company have of ordering their affairs. Their steamboat line for example, has upon it just the kind of boats for the purpose—not unnecessarily large, but strong enough for ocean navigation and the roughest weather, with both of which they are found contend admirably—rarely being out of tune to the departure of the rail road cars at Charleston or Wilmington, and suffering no delay by accident or breaking down—but performing their trips with a regularity and speed unsurpassed by the lines of the North. We have no reason to fear, that when the Wilmington railroad is completed, the traveling between Baltimore and Charleston, via Norfolk, will be allowed by common consent to be the most agreeable of any on the whole of the great Atlantic route.”

Our neighbors of the *Norfolk Herald* pay a merited compliment to the Wilmington Rail Road Company. The above paragraph from their paper yesterday is deserved, every line of it. Having in view the regularity, expedition, and economy of the transportation from Charleston to Portsmouth, and the attractive accommodations of the fine bay Steamers plying between this town and Baltimore, we may reasonably anticipate full success for the route.

The Wilmington Rail Road is near completion. In less than a fortnight, ten of the remaining miles now run by Stages will be traveled by steam, and every month a section of ten miles will be opened till the whole is completed. The commercial distresses of the country, and the pestilence which ravages many of the Southern cities, have greatly diminished traveling this season on most of the great routes--Through these causes the success of the Wilmington and Portsmouth line, though unequivocal, have been less than it would have been under more favorable circumstances. Not many weeks will elapse, before the death cloud disperses from the smitten cities, and we trust the storms in the commercial world will blow over as soon. In the quickened current of business, and heartful flow of enterprise then supervening, every chartered institution will flourish, and among them none will be more benefited by the change than our Wilmington neighbors.

There is one feature in the management of the Wilmington Company which deserves especial notice: we allude to the ample accommodation which they have made for travelers. The maxim, “In peace prepare for war” has not been lost upon them. During the last season they have added greatly to their means of transportation, and though business should pour in upon them like a flood, and travelers literally swarm at

either terminus, they are fully prepared to accommodate all. Some may censure the Company for this course, as smacking of extravagance; but it certainly looks as if the Directors mean to make the route what nature intended it to be, the great thoroughfare of the South.

Wilmington Advertiser,
Oct 11, 1839.

31. THE TRANSPORTATION OF MERCHANDISE, VIA WILMINGTON, N. C.

The establishment of the Wilmington and Raleigh Rail Road has opened to this port a region of country from which it has hitherto been locked out by a natural barrier. The *heavy roads* have kept away from us the valuable trade of Johnston, Wayne, Lenoir, Wake, &c.: which by the Railway, are brought almost to our doors. The time now occupied is nearly nothing, the cost comparatively is very much reduced.

Our River by its North West Branch, navigated by steam to Fayetteville, affords the means of transportation for the produce and merchandise of the rich counties of the West, and these have found it to their interest to take *this route*, in preference to that either by Petersburg, or Georgetown and Cheraw—It is cheaper, safer and more expeditious; for it is within our knowledge that Merchandise bought in New York, has been delivered at *Salisbury*, in Rowan county—a distance of nearly 200 miles interior, within a *fortnight* from the day of its shipment on board the Packets at New York—This is a fact, and to say the least of it, it is certainly very expeditious. Our allusion to greater *safety* is that the *changes* are not so frequent—for instance the Goods are delivered from the vessel into a boat *alongside*, taken thus to Fayetteville, in most cases without any delay after discharge from the vessel—thence to the wagon for their destination. And how much more advantageous if our western friends would but enable us to say, to the Rail Road, instead of the Wagon.

As to the difference in cost, we are not in possession of the *figures* to sustain us, but we have heard the comparison, and in favor of Wilmington. The “Rate of Freight” from New York and Philadelphia is 6 cents per Cubic Foot, other articles in proportion—Barrels 25 cents; Hbds. \$1 to 1 1/4 ; Sugar 9 cents per 100 lbs.; Coffee 15 cents per Bag—The ‘Rates’ to Fayetteville, by Steam Boat Lines are about 25 per cent, over those from New York, &c. This cost puts the Goods in the *centre of the State*; this has been the course for many years to the general satisfaction of all parties interested.

Now with the establishment of our *extensive Rail Road* may we not anticipate a commercial communication with the other more Eastern sections of the State. This important work has progressed already almost to its completion, and great energy is in daily exercise to push it through. In the course of January, with the perseverance of the able contractors engaged upon it, its successful accomplishment is anticipated, when our trade will be thoroughly opened, and we hop with renewed vigor. The Rail Road company have put down their Rates of Transportation to the lowest terms at which they

can sustain themselves—perhaps lower than upon other roads at the South—and evince every disposition to afford such facilities to the business community as will deserve their patronage.—Some persons have taken the pains to visit Wilmington whose residences are away from the Line of the Rail Road, and whose interests have hitherto led them in other directions—These have found themselves repaid, and in many cases, their influence has been used in favor of this, as their home market and their port of commerce. From the seat of Government the access to an outlet to the Ocean is now easier and more expeditious hitherward than by any other course.

The regular packets that ply between Wilmington and New York, and Philadelphia, are of the first class, guaranteeing Insurance at as low a rate as by any other; their captains are experienced coasters, and that is of great consequence in the saving of expense on goods and merchandize, these vessels arrive at and depart *from our wharves*, with full cargoes—without an of the risks, expenses or delays of Lighterage &c. Goods intended for the interior via the Rail Road, are placed at a trifling charge in the Company's Cars, where risk to the owner ceases, till the merchandize is deposited at its *destination*—that is, as far as the Rail Road can take them.

These remarks are offered, explanatory to some enquiries that have been heard from parts not very near the Rail Road, where merchants have expressed a desire to make an experiment in forwarding their merchandize from the North via Wilmington & Raleigh Rail Road, and in hopes that they may be satisfactory.

This place as a commercial Town has seen her days of depression—so, also has she had her prosperity—times gone by. *Now* we anticipate for her a total regeneration, of which we think we have had a commencement. The works of Internal Improvement now in progress, and to be undertaken, that will turn their tide of trade upon us, must produce a reciprocal, corresponding improvement here. By our own Rail Road we have already received an amount of Produce far greater than the most sanguine have ever anticipated, which, of course has tended to heighten our hopes of advancement and which, we believe, has been a source of profit to the Pioneers in this business. They have generally found a good market for their stuff, and in return, have obtained at better than fair prices, those articles of daily use and luxury, which have become necessities of life.

On this particular subject we would venture the assertion, that Wilmington would not suffer from a comparison with any other Port. Our proximity to the West India markets, and the peculiar fitness of many of our Products for that trade, give us advantages that we think few other places can claim—and it is a fact that vessels wanting cargoes for any port or place; where the productions of the United States find a market, can obtain what they want in *greater variety* here, than almost any other Atlantic port, from Cotton down to split Shingles!—We do not state this in a spirit of vain boasting, but can show a list of productions, that we think will substantiate our assertions.

Q.

Wilmington Advertiser,
November 1, 1839.

32. [Notice]

His EXCELLANCY EDWARD B. DUDLEY left our town for Raleigh in Wednesdays Cars.

Wilmington Advertiser,
November 1, 1839.

33. TRAVEL ON THE W. & R. ROAD.

There were 83 passengers in yesterdays cars—Pretty good for a daily line, isn't it?

Wilmington Advertiser,
November 1, 1839.

34. FOURTH ANNUAL MEETING OF THE STOCKHOLDERS OF THE WILMINGTON AND RALEIGH RAIL ROAD COMPANY.

At the third annual meeting of the Stockholders of this Company, held in Waynesboro' on the 6th of May 1839, it was determined, for greater convenience, to change the time of holding the annual meetings to the first Monday in Nov. and that they should be held for the future in Wilmington. In pursuance, therefore, of this resolution, the fourth annual meeting was held in this town on Monday the 4th inst.

It was not in our power to attend, but we have been enabled to gather the following facts, and now submit them to our readers.

The Stockholders assembled in the COURT HOUSE and after preliminary steps had been taken for ascertaining the amount of stock represented, it was found sufficient to warrant and organization.—On motion, B. F. MOORE, of Halifax, was called to the Chair, and Dr. S. B. EVERETT, and JAMES T. MILLER were appointed Secretaries.

Dr. JOHN HILL appeared and voted as the State's proxy.

In the afternoon Gen. JAMES OWEN made his report, as President of the Co. As we were not present, we cannot now give an analysis of it to our readers; but we learn, it has inspired the desponding, strengthened the sanguine anticipations of the trusting, and implanted confidence where none hitherto existed.

The President stated that under all the disadvantages under which the company laboured, in consequence of the necessity of keeping up an expensive stage line.—The *nett* profits for the last *five months* upon the RAIL ROAD and STAGE LINE, i.e. from the depot at Wilmington, to the depot at Weldon, were \$86,000. From this, however, \$20,000 are to be deducted, as lost by the steamboat line; which leaves a clear profit of \$66,000 upon the entire line for 5 months. We heard it significantly remarked by one of the owners, that this was the most satisfactory circumstances connected with the work, which had fallen under his knowledge since Maj. Gwynn's flattering hypothesis of 35 per cent.

As 28 or 30 miles of the road are still unfinished, no dividend is, of course, declared, the nett receipts being applied to complete the work. These, however, will leave a deficit of about \$39,000, to that end, which it will be necessary to obtain—and for this purpose.

J. T. Phillips, Dr. John Hill, J. W. Wright, Willis Hall, Joshua Watson, S. L. Hart, Richard Harrison, and B. F. Moore were appointed a committee of Ways and Means.

The old board of Directors are re-elected—it consists of Gen. James Owen, President, Alex'r. Anderson, A. Lazurus, P. K. Dickinson, R. H. Cowan, Wm. B. Meares, and T. H. Wright.

Maj. Walter Gwynn, the chief engineer of the Company, being still in Europe, a special meeting was called, to meet here in April, for the purpose of hearing the chief Engineer's report, and for other purposes.

A resolution was adopted instructing the President to collect information in regard to the Rail Roads connecting with Savannah and Brunswick, Geo. with a view to a direct communication by steam boats, between the Wilmington Road, and one or both of the above named places.

After some other important business the meeting adjourned. Not however until an appropriate and happy address had been made by the Chairman, which we regret we had not the pleasure of hearing.

Wilmington Advertiser,
November 8, 1839.

35. REPORT TO THE STOCKHOLDERS OF THE WILMINGTON & RALEIGH RAIL ROAD COMPANY.

Pursuant to the provisions of the charter, the President and Directors have the pleasure, herewith to submit to the meeting, a statement of the affairs of the company up to this time.

A detailed statement has so recently been laid before the stockholders, that the Board deem it necessary only to particularize their operations and progress since their last report. It will afford you no less gratification to learn, than they derive from being able to state, that these have equaled the expectations of the warmest friends of the enterprise.

Since the last meeting 27 miles of the road have been opened, and we have now in daily use 130 miles; leaving but 30 miles to be completed.

The contractors have very judiciously employed their forces, first on the most difficult portions of the work, in consequence of which, the banks will have become so settled, as to be ready for the superstructure as soon as they are arrived at; the balance to be graded, is so light, that without detriment to the work, the superstructure may be laid down, as that portion of it advances. The grading of the whole line will be completed within this month, and as the superstructure is already laid on a portion of it, and iron rails and sills furnished where they will be required, and in a forward state of preparation to be used as soon as the grading is finished, the accomplishment of the whole work within the year, is confidently expected.

The Board had supposed, and so stated in their last report, that a sufficient of Locomotive Engines had been procured for the service of the road, until it should be completed; but the transportation of produce and merchandize, has so far exceeded their anticipations, at this stage of its progress, that they have been compelled within a short time, to add another to their stock, and have difficulty in furnishing a sufficient number of Cars for such an increased service.

In addition to the ordinary freights upon the road, a large amount of merchandize destined for the interior of the State, has been carried over it as the most expeditious and convenient mode by which our Western merchants could obtain their fall supplies. And we have assurances that large quantities of the produce of our North Western counties, will seek a market through the same channel.

These gratifying results, confirm the anticipations of those who embarked with so much spirit, in this improvement, and establish its character, as a *great National work*.

It will now be generally conceded, that as a base from which lateral branches may be extended into the interior of the State, affording advantages and convenience to the greatest number of its citizens, no improvement remains to be made, or has yet been suggested, which can rival it; and should our Legislature continue to pursue the wise and patriotic policy which has actuated its last two sessions, in regard to the Internal Improvements of our own State, it would be difficult to estimate its advantages—not only to the country through which it passes, but as the surest means of filling up our more fertile counties of the West, with a wealthy and enterprising population.

A fourth Steam Boat, as indispensable to a line of the length of ours, and carrying the great daily mail, has also been received within the last month.

There is not a line of Boats in the country which has performed as much or difficult service, as that owned by this company—yet we have great satisfaction in stating, that except when prevented by the *greatest violence* of the storm, we have never failed to deliver our mail; and that in no instance have we failed to carry it over the Rail Road and Stage line, in contract time. Our failures under any circumstances have been but few, perhaps fewer than upon any other continuous mail line of 330 miles; and such is the rapidity with which the mail is conveyed by this route, that even though it be delayed by 24 hours, it is in advance of any other line through the country, or any line in which it has been heretofore transported. It is due to those who have the superintendence of the road and we take pleasure in making the statement, that although portions of it have been in operation over two years, and our trains have never failed to make their appointed trips, no accident of moment has ever occurred on it.

Under resolution of the Stockholders, adopted with perfect unanimity at their meeting in May 1838, urging the Presidents and Directors to press the completion of the whole road as speedily as possible, that portion which had not been previously contracted for, was in the course of the following Fall put under contract to be paid for in the scrip of the Company at one and two years.

The first emissions of this scrip will within a few months become due, and are to be provided for.

Since the formation of the Company, there has been received from various sources, as detailed in the statement of the Treasurer,

\$1,858,865.07	
Expended and appropriated,	<u>1,822,191.73</u>
Leaving in the Treasury	\$36,673.34
The receipts have been on the	
States subscription for stock	\$600.000
Individual's do do	701,944.43
Bonds & Notes of the Company	
\$395,506.24	
Notes of the Presidents and Directors	\$470,506.24
\$75,000.00	
Account of Transportation	<u>86,474.40</u>
	\$1,858,865.07
Of the above, there is due on	
accommodation	\$282,666.67
Scrip to Contractors	63,961.79
To be paid within 6 months	123,877.24

In the absence of the Chief Engineer the amount of scrip which will have been issued upon the completion of The work cannot be ascertained with accuracy, but will not probably

Exceed		\$150,000.00
Payable monthly in nearly equal instalments during the years 1840 and 1841.		
Add the above amount payable within 6 months	\$125,877.78	
Cash for Iron, Spikes, &c. expected Daily	16,000	189,877.78
To Contractors on the R. Road within 60 days	50,000	
makes the immediate liability of the Company	\$189,877.78	
		\$339,877.78

and payable within 2 years

The resources of the Company are,		
The capital remaining unsold	\$144,500	
Amount due from stockholders	53,505.57	
Horses and Stages	25,000	
Bills receivable	12,049.60	
General Post Office	9,756	
Probable income from the line	180,000	

\$424,811.17

These views of the subject are necessary to decide what recourse the Company will suggest for meeting the demands which will exist against.

In the present condition of the country, it would be vain to attempt to dispose of the remaining capital, and equally, so to attempt to raise funds out of our own State.

The current expenses of the Company will be much reduced by a reorganization of the Engineer corps and the sale of our extensive stage establishment, which will be made as soon as the road is completed; after which we may also expect an increase of revenue.

Could the debts payable within the succeeding two years, which have been contracted in constructing the road, be postponed, no doubt is entertained that a satisfactory dividend might be paid to the Stockholders the ensuing year; otherwise, the profits from the line must be appropriated to the discharge of those debts. This has been the resort, with scarcely an exception, if there exists *one*, of every similar improvement in the Union.

The Chevalier de Gerstner, a highly distinguished Foreigner, having examined minutely every Rail Road in the United States within the last year, has acquired a mass of

information on the subject greatly exceeding that professed by any other individual; and being equally familiar with every similar work in Europe, his opinions are entitled to the highest consideration. We take leave therefore to make a short extract from an interesting work which he recently published.

He says in reference to the Rail Roads of this country—"On all lines, there is a yearly increase of at least 15 to 20 per cent in the gross income, so that even those lines, which do not pay now, will give in a few years a handsome dividend. According to these statements based on the communications collected in this country, I have no doubt that the large capital invested in the Rail Roads of the United States will not only produce an incalculable benefit to the country, but also pay the shareholders a dividend, which under good management, by the constant progress in population and trade must likewise from year to year increase."

If this be true of all lines in the country, how much more so of this, upon which all the principal lines of travel North and South concentrate?

With these statements of the affairs of the company, the President and Directors see no cause to distrust the future, notwithstanding the present embarrassment of our whole country.

Very respectfully,
JAS. OWEN,

President.

Wilmington Advertiser,
November 15, 1839.

36. [Cont.]

Gov. Dudley then rose, and in the name of the Board signified their readiness now to open the subscription, and for that purpose, stated that they had appointed the Rev. *Simeon Colton*, with a salary of \$1500, agent to travel that region of the State interested, to solicit the subscriptions. The books would have been opened earlier, but the Board did not think the time had arrived. He thought *this* was the period.

On the motion of H. L. Holmes, Esq. a committee of ten was appointed to confer with the board and report resolutions Messrs. Henry, W. Winslow, Holmes, Strange, Gillis, McCormick, Dobbin, W. B. Wright, J. McRae and Eccles were appointed; and on motion, Gov. Swain and Gen Owen were added.

After retiring a short time, the Committee, through W. Winslow, Esq. reported a preamble and resolutions on which considerable discussion took place.

Gov. Swain, who was present by invitation, was called up, and after some preliminary explanations, remarked that he had changed no opinion heretofore expressed

in favor of this great enterprise. The only circumstance that had changed, was favorable. The cost of the road would be reduced, he thought 25 or 33 per cent. He repeated, that it is not only within the ability of the people interested, but will be a reproach to them if they fail to accomplish it. The whole tax-paying community of the State, from the mountains to the sea, have offered their aid.

He instituted a comparison between North and South Carolina, as to enterprise Wilmington, with a population of 3000, had undertaken her gigantic enterprise of 170 miles *alone*. Charleston, the proud emporium of the magnificent State of South Carolina, when she undertook her road of 137 miles, running from one large city to another, and at an estimated cost of \$700,000, appealed to the Gen. Government for aid in the amount of \$300,000! The Charleston road is scarcely yet finished, and the Wilmington Road will be completed within a month! Throughout the world her enterprise has no parallel!

Gen Owen made a few remarks confirmatory of Gov. Swain's statistics.

Wilmington Advertiser,
December 6, 1839.

1. THE CELEBRATION

Wednesday last the 15th inst., having been fixed upon for the purpose of a general celebration of the opening throughout its whole extent, of the Wilmington and Raleigh Rail Road, a large number of gentlemen assembled in the town, from various parts of the State, and from Virginia and South Carolina. The state of the weather was unfavorable. But, notwithstanding the fair sun refused its genial beams, all seemed bent on enjoyment, “spite o’ wind and weather.” At an early hour of the morning the bells gave out sonorous peals, and shipping in port ran up their waving flags. Cannon were fired every fifteen minutes throughout the day, with a National Salute at meridian. At 2 P.M., a procession, composed of invited guests and citizens, including the Presidents, Directors, and officers of the other Roads, the Literary Board, the President, Directors, Engineers, Agents, and others in the employ of the Wilmington and Raleigh Road, was formed on Front street, under the direction of Gen. A. McRea, Marshal of the day, assisted by Maj. R.E. Brown, and marched thence to the dinner table, escorted by the Wilmington Volunteers, with their fine band of music. The dinner was set out at the depot, under sheds temporarily prepared for the purpose. About five hundred and fifty were at the tables, which were amply prepared hungry men. General Owen, the President of the Company presided, assisted by the directors acting as Vice Presidents. As a little *mal-a-propos* to the occasion, a shower of rain came on; it excited however not much attention, there being within more attractive objects for the senses.—Good feelings ruled the hour, and good cheer gave quick

[A long succession of toasts are recorded.]

Wilmington Weekly Chronicle,
April 15, 1840.

2. [Traveler’s Story]

The _____ place is a wretched one, and the approach to the cars up a flight of steps, is a very inconvenient one, especially for females or invalids, and rain or shine, the passenger is obliged to *foot* it every step of the way. We trust that arrangement will be promptly made to remedy this grievance—such an inconvenient and unsightly avenue to so noble a rail road is quite an opprobrium to the company and place.

Our immediate departure from Wilmington, gave us no opportunity to become acquainted with it or its people. It is seated on the bluff side of the river, but extends down a steep declivity to the water’s edge, with its marts of business and frequent lumber mills. It drives a brisk and valuable trade in lumber, shingles, and in tar, pitch, rosin, and turpentine, those well known products, which the industry of Old Rip, even in his most

drowsy mood, has never failed to extract from the ever green pine.—We observed that the site of the last great fire was in progress of being rebuilt with brick.

[Details of the 161 mile trip to Weldon follows.]

Wilmington Weekly Chronicle,
August 19, 1840.

3. FIFTH ANNUAL REPORT OF THE PRESIDENT AND DIRECTORS OF THE
WILMINGTON AND RALEIGH RAIL ROAD COMPANY.

Since the meeting of stockholders, in April last, the few accounts of contractors, which had not been received, have been adjusted; and, from the statement A., of the Treasurer, it will be perceived that the cost of the line of rail and steam boats, up to the 30th of that month,

Was,

\$1,909,755.54

There has since been charged to “construction of
Road, including foundry, blacksmith’s shop,
Engines, cars, iron materials, &c.,
37,069.88

Statement B. exhibits the affairs of the company from its
commencement to the 31st October.

The amount of stock subscribed is, by the State,
\$600,000.00

“ individuals,

755,450.00

Total,

\$1,355,450.00

The amount paid,

\$1,325,887.82

Leaving the balance due (from individuals,)

29,562.18

Deduct for insolvents,

8,824.00

And the balance due, (considered perfectly safe,)

\$20,738.18

The liabilities of the company are, for its bonds sold in England, bearing 5 Per ct. int. and payable in 1858.	\$222,666.67
Bonds to the State, payable in 1845 And 1850,	85,000.00

\$307,666.67	
Directors Notes at Banks of North Carolina,	77,684.52
Scrip to contractors,	180,162.62
Notes and bills to sundry persons, for Iron engines, &c.,	118,567.14
376,414.28	

\$684,080.95

Its means are, the capital unsold,	\$144,500.00
Am't due from stockholders,	20,738.18
“ due from General Post Office,	11,665.57
“ Petersburg & Portsmouth R. R. co.	
and sundry persons,	2,963.03
Am't. bills receivable,	11,992.38
“ In hands of agents,	15,597.33
Estimated income from the line,	141,955.00

\$349,341.49

No hope is entertained that the remaining capital can be disposed of at present, unless the State will agree to take it; nor can we rely, with certainty, on the estimated income from the road—that being only conjectural, and liable to fluctuation.

By comparing the number of persons who passed over the line, in the half year of 1839, corresponding to the same period of the present year, we find the increase to be as 5,965 to 5,049, or as 33 to 28 per day. If, then, we assume the number who will travel over it next year, at 40 per day, which will be in about the proportion of the above comparison, it will yield per annum,

\$292,000.00

The Mail,	40,000.00
Freights,	25,000.00

The income for the year will be,		<u>\$357,000.00</u>
Deduct expenses of the line per annum,	\$180,000.00	
Interest on \$621,194 at 5 & 6 per cent,	35,045.00	
		215,045.00
The nett annual revenue will be,		<u>\$141,955.00</u>

Equal to 10 ½ per cent, per annum on the capital subscribed.

If to this rule it be objected, that the Rail Road was not completed in 1839, it must still be admitted that it was the most comfortable and expeditious route through the State, and had its full share of patronage. But, as it is admitted by all the southern carrier, and confirmed by the northern Rail Road and Steam Boat Companies, and by reference to the hotels of their cities, that fewer persons have traveled between the north and south the present year, than did in 1839, we have no fear, (with such proof of the increasing popularity of the route,) that our estimates will not be sustained. It is also to be borne in mind, that the Rail Roads through Georgia are extending rapidly, and that, in the course of two years, there will be a continuous line to the Alabama River. Stage facilities are increasing with them; new routes are being established; and the superior line of steam boats, recently placed on the Gulf of Mexico, connecting with the roads of Georgia, the cities from St. Joseph's to New Orleans, will tempt many of the Thousands who now go north by the western rivers, to turn this way.

In this view of the subject, we may safely estimate the future revenue in a greater ratio of increase than would be shewn by a reference back; and from the indications of returning confidence, and the revival of business throughout the country, upon a sound basis, it would be no exaggeration to set down the increase, for the next year or two, at fifty per cent, above the present, or at fifty passengers per day.

In relation to delinquent stockholders, the Board have had a delicate part to perform. Among them are some of the most zealous and active friends and promoters of the enterprise; who from causes not anticipated and avoidable, have been unable to comply with the requisitions for their last instalments.

The pressure of the money crisis, of which we are all sensible, has paralyzed the exertions of those, who having but little capital, are not unfrequently the most liberal promoters of public improvements.

Our country never enjoyed a time of greater prosperity than when this enterprise was commenced. Its treasury was full, and every branch of business prosperous. It was an epoch in the history of North Carolina. Her citizens were projecting the first important improvement which had been attempted in the State; and the incentive to enterprise was so strong, that some were tempted to subscribe for a larger amount of stock than prudence would, perhaps, have suggested. The reaction in the monetary affairs of the country; the consequent fall in the price of produce and property of every description; and the general

stagnation of business to an extent which none had conceived of, have oppressed all classes without distinction.

To the stockholders who have made full payment upon their share, it seemed due to enforce collection of all; but, from the spirit of forbearance and sympathy for the debtor portion of the community, which has been manifested among individuals, as well as by corporations, the Board felt it to be their duty to forbear. Had a different course been pursued, and collections enforced by distress, it would not only have brought odium on the corporation, but, by obliging the shareholders to part with their stock, to any extent, would have operated unfavorably upon the value of the stock of the company. Neither did the situation of the company seem to require such rigour as would have compelled the sacrifice of property to 5 or 10 times the value of the deficit.

By the statement C., of the General Agent, it will appear that the gross receipts for the last six months was,

\$152,424.84	
Deduct expenses, as per abstract,	\$89,064.23
Negro hire, not included in do.	6,000.00
95,064.23	

And the nett revenue,
\$57,360.61

From this statement it will appear, that if the nett revenue could be divided among the stockholders, the dividend for the half year would be about 4 $\frac{1}{4}$ per cent, on the capital subscribed; and the amount paid to the State on 6,000 shares, would be \$25,500.

But as the cost of the line, (including real estate, materials on hand, &c.) exceeds by \$684,000, the amount subscribed; the surplus revenue has been applied, and must continue to be appropriated to the gradual extinguishment of the debt, unless a portion of it can be gradually provided for; and unless that is promptly done, it is to be apprehended, that not only will the company be liable to be harassed with lawsuits, but that some of its creditors will suffer much inconvenience and distress.

It is but just to remark, that as the road has been finished but seven months, its success has realized the sanguine expectations of its shareholders; and that from the computations submitted, the investment must prove to be profitable. Having shown this to be so, we may confidently appeal to the Legislature for aid.

In less than four years, of great pecuniary embarrassment, we have accomplished a work of greater extent than exists in any other State of the Union, and which would have been creditable to the wealthiest corporations of the country. Its advantages are

enjoyed and extending through a large section of the State; and in a national point of view, it stands first.

The pressing demands against the company are for notes discounted by the Banks of the State.

\$77,684.52

Scrip to contractors, due in 1840 '41—and first Quarter of 1842

180,162.62

Bills and Notes for Iron, Engines, Cars &c. &c.

118,567.14

???????

\$376,414.82

Deduct available means of the company.

Am't due from the Gen'l Post Office

11,665.57

Am't due from Stockholders

20,738.00

“ “ Petersburg & Portsmouth Rail

Road Company and others

2,963.00

Bills receivable

11,922.38

In hands of Agents

15,597.33

62,886.28

And the pressing demands are for

\$313,528.00

By the consolidation and postponement of this amount, the State would be as much benefited as individuals. Upon the bonds of the corporation alone, it will be impossible to borrow money, except upon such terms as no solvent institution ought to submit to.

But if the State will guaranty the bonds of the company for about \$320,000, it can readily be obtained from our own citizens, who will otherwise send their money out of State to be invested; or perhaps, on better terms from capitalists abroad. The State, as well as individuals, would then receive regular dividends upon their stock; and, what is equally or more important to the corporation, the value of its would be enhanced, and placed beyond the influence and control of brokers and speculators.

If we might apprehend disappointment, in our reasonable hope of succour from the Legislature, what will be the condition of the company? With a capital of \$1,350,000 actually paid in and secured, *and property worth over two millions of dollars*, the nett revenue, instead of being divided among the stockholders, must be kept back and

appropriated to the discharge of the debt; which, being accomplished, will raise the actual par value of the stock to \$150, or 50 per cent above its original price. To the stockjobber it will afford a rich harvest; but it will prove a cruel blight to the original subscriber who, having contributed his money and his credit, at the most critical juncture of the enterprise, must now, with the prospect of a fair remuneration opening before him, incur disappointment and heavy loss, by the necessity which compels him to a premature sale of his stock.

Except 266 shares, (\$26,600,) the stock is owned entirely by the State and its citizens—many of whom, including the widow and the orphan, have so large a portions of their means invested in it, that unless they are allowed some return upon their investment, will be compelled to dispose of their stock, under present circumstances, at a ruinous sacrifice; and we mention it with no invidious intent, that whilst the loss from insolvent subscribers residing in the State, is less than $\frac{1}{2}$ per cent, that from non-residents is $20\frac{1}{4}$ per cent upon the amount subscribed by them. But, as the stock of insolvents will revert to the company, the loss will be less than the inconvenience to which we are temporarily subjected, by their inability to pay.

It is no less our particular desire than it is our duty, to provide for the payment of scrip issued to contractors. For the speedy completion of the Rail Road, we are indebted to many public spirited gentlemen, residing mostly in the counties of Nash and Edgecomb, who with no other motive than to expedite the work, with great liberality proposed to take contracts, to be settled for by the scrip of the company. Except upon these terms, it prosecution was impracticable, and further operations must forewith have ceased. But, relying on the ability of the company to meet its engagements punctually, the balance of the road, (about 58 miles,) was put under contract, to be paid for in part in scrip bearing 6 per cent interest, and payable one and two years from the date of its issue; and having also consented to furnish all the materials, except iron, their cash advances have been larger than anticipated. These issues are now becoming due, and will fall due monthly, throughout the present year—the year 1841—and the first quarter of 1842; and we have no other means of meeting them, with the other demands against us, than the accruing revenue from the line; which is inadequate.

If a loan can be effected by the company, prudence would suggest the necessity of reserving, annually, a portion of the nett revenue, as a fund for its ultimate or gradual redemption. In that event, it is confidently believed, that 6 per cent may be paid annually upon the stock, leaving a balance of from 2 to 6 per cent to be transferred to the sinking fund.

A large addition has been made to the machine-shop, for forges and a foundry; without which we are compelled to send abroad, at great expense and delay, for castings, &c. &c. To a line of the extent and magnitude of this, such an establishment is indispensable; and we are now able to furnish such castings as may be required for steam boats, engines, &c., of a better quality, and at less expense, than have been heretofore procured.

The company now own 14 engines, with an ample supply of passenger and freight cars; which, except one engine, are in good order, or requiring very slight repairs. So that the present motive power is sufficient for the transportation of more than double the number of passengers that have been transported during the past year.

Through the mediation of a committee from the Board, the Portsmouth Rail Road Company, who had recently become proprietors of the Weldon Toll Bridge, have sold one half of the bridge and rail road from Weldon to Gary's—4/10 to be paid for by the Petersburg Company, and 1/10 by this company; for which the company's bond is to be given for \$10,000, payable three years after the execution of the title deed. A free connection is thereby secured with both the Petersburg and Portsmouth Rail Roads; and the vexatious delays and interruption to which our planters and merchants as well as travelers have been subjected, at the Roanoke will occur no more.

An idle report having obtained currency, that "the effects of the company", or according to another version of it "the money paid by the State, had been mortgaged in England, in order to obtain a loan there", whether it emanates from ignorance or malice, or from personal views, the Board deem it their duty to contradict, *as totally unfounded*. No lien was given, or other security required for the money borrowed, than *the bonds of the company*. And it is just cause of pride, that they were sold at a higher valuation than has since been obtained or offered for the bonds of several of the States.

In presenting this statement of the affairs of the company, the Board have only to regret their inability to provide funds commensurate with the more pressing demands against it. To that subject, they beg leave to call your particular attention.

Respectfully submitted, by order of the Board,

JAS. OWEN,

Pres't.

9th November, 1840.

1. WILMINGTON.

We were greatly struck, during a late visit to Wilmington, with the remarkable improvement which has taken place in the appearance of the town within a year past. In April 1840, the most important portion of the town, as regards business, was in ruins, and the proprietors generally were only preparing to erect new buildings on the vacant lots. Now those ruins are nearly all replaced by beautiful and substantial brick buildings, constructed in the most approved modern fashion, and furnished in a manner to correspond. But besides these Stores, (which it was reasonable to expect would be rebuilt,) there are handsome Dwelling houses going up in all quarters of the town, together with several public houses, such as a Court House, two Hotels, &c. Rents are enormously high, affording an evidence that business is not overdone, and there is a general appearance of prosperity about the place, which we could wish were more common in Southern towns. The Rail Road,--justly the pride and boast of the Wilmingtonians, is in the most perfect condition, and we were glad to find the Spring travel just now considerable. We came out as far as Warsaw with about 40 passengers, and on two other days of last week, which came under our notice, there were at least an equal number. No one can visit Wilmington without an aspiration for the prosperity of her enterprising and hospitable people.—*Fay. Obs.*

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2. A SNOW STORM.

On Sunday, during the whole of which day there was here a cold driving rain, snow fell within twenty-five or thirty miles Northwardly of us to the depth of three or four inches, and probably much deeper than that farther North, as the upward train of cars on the Rail Road could get not further than Warsaw on Monday, and no downward train of that day reached there.

There was no train from the upper end of the Road last night.

The Wilmington Chronicle,
December 1st 1841.

3. PROCEEDINGS OF THE STOCKHOLDERS OF THE WILMINGTON & RALEIGH RAIL ROAD COMPANY, SIXTH ANNUAL MEETING.

At a regular annual meeting of the Stockholders of the Wilmington & Raleigh rail Road Company held in Wilmington Nov. 8th, 1841, Doct. F. J. Hill was called to the Chair and Jas. Griswold and John McRae were appointed Secretaries.

On motion of Gov. Dudley, His Excellency Gov. Morehead, was invited to take a seat in the meeting.

Doct. John Hill, Dr. A. J. DeRossett, Jr. and W. A. Wright were appointed a committee to ascertain the amount of Stock represented in the meeting, who reported 4278 shares by individuals, and the States 6090.

On motion of Gov. Dudley, Charles H. Brogden, Esq., late Representative in our State Legislature from the county of Wayne, was invited to take a seat in the meeting.

The President of the Company read his report, which on motion of Jas. T. Miller Esq., was received and referred to a committee consisting of Messrs. J. J. Phillips of Edgecombe, John Wright of Wayne, M. T. Ferrall of Halifax, and H. Nutt, and John Hill of New Hanover.

A resolution was offered by Col. John McRae, which was laid upon the table for further consideration.—Adjourned.

Tuesday, Nov.

9th.

Met according to Adjournment. On motion of Gov. Dudley, the following resolution offered yesterday by Col. John McRae was taken up and adopted.

Resolved, That the President and Directors of the Wilmington & Raleigh Rail Road Company, be and are hereby requested to exert themselves by correspondence or otherwise with the Directors of the Rail Road, Stage and Steam Boat Lines, connected with this Line, North as far as New York, and South as far as New Orleans, to get a Convention of Delegates from each Company for the purpose of establishing some uniform and lower rate of fare for travelers on the several lines constituting the Atlantic Route between the North and South.

Wm. A. Wright Esq., from a committee to whom was referred the subject of transfers of Stock of this Company reported the following resolution in substitution for the existing bye-law on this subject.

Resolved, That powers of Attorney authorizing the transfer of the Stock of this Company be witnessed either by some one of the Judges of this State, or by the Clerk of some of the Courts of Record in this State with the seal of office attached, or by some

officer of the Company, or by some Notary Public, with his official seal attached, or by some creditable witness who shall prove the same in person before the Secretary of the Company which was adopted.

On motion the meeting proceeded to the election of President of this Company, when Capt. Sam'l Potter having announced that Gen. James Owen declined a re-election, nominated Gov. Edward B. Dudley to fill that office. J. J. Phillips and A. J. Battle were appointed a committee to superintend the balloting which resulted in the choice of E. B. Dudley for President.

The meeting then went into an election of six Directors, which resulted in the choice of Alexander Anderson, P. K. Dickinson, R. H. Cowan, and Thos. H. Wright of Wilmington, and B. F. Moore of Halifax, and Samuel Potter of Brunswick.

On motion of Gov. Dudley,

Resolved, That the President and Directors of this Company be appointed a committee to confer with the citizens of Charleston and Georgetown, S. C. or such persons as may be appointed by them, upon the propriety of continuing the Rail Road to Charleston.

On motion of John C. Washington,

Resolved, That the general meeting of the Stockholders of this Company take place at Wilmington on the second Wednesday of November in each and every year hereafter.

Resolved, That the Accounts of this Company be made out to the 1st day of October of each year, and that the Agents at each and every Depot, and Steam Boat Agent in the employ of the Company be required to send in their Accounts to the Treasurer or proper Officer on or before the 5th day of October, and that said Officer have his Accounts ready by the 20th of the same month for the investigation of a Committee of three persons to be appointed by the Chairman at each meeting, any two of whom can act.

Resolved further, That the Committee appointed by the aforesaid resolution are required to meet at the Office of said Agent in Wilmington on the 20th day of October preceding each annual meeting, and that said Committee have their report printed (one copy for each Stockholder) and ready for the general meeting, and that such report set forth all the transactions of the Company, their debts and liabilities, to whom owing, and rate of interest, with such other information as they deem necessary.

Resolved, That said Committee be allowed a reasonable compensation, not exceeding five dollars per day, for each and every day employed in the examination of said Accounts,--and in the case of inability of one or more of the committee to attend, that he or they who may attend have power to fill said vacancy or vacancies.

The committee appointed by the Chair under the preceding resolutions are as follows: James Griswold, of Wayne; M. T. Farrall, of Halifax; O. G. Parsley, of Wilmington.

Resolved, That the thanks of this meeting are due and hereby tendered to the Chairman for the dignity and impartiality with which he has presided over the deliberations of the meeting.

Resolved, That the thanks of the meeting are likewise tendered to the Secretaries for the faithful performance of their duties.

F. J. HILL,

Chairman.

JAS. GRISWOLD }
JOHN MCRAE, } Secretaries.

SIXTH ANNUAL REPORT OF THE PRESIDENT AND DIRECTORS OF THE WILMINGTON AND RALEIGH RAIL ROAD COMPANY.

The gross amount received for the year 1841 is

\$297,218.62

The expenses per statement of the General Agent

239,089.34

Leaving a balance of

58,129.28

It is deemed proper to remark, that the following items ought to be deducted from the above *statement of expenses*; as either extraneous, or properly chargeable to expenses of the last year, viz:

Negro hire for 1840, not ascertained at the last

Meeting,

\$20,000

Charter of Steamer Huntress in 1841,

7,500

New boiler for Steamer Vanderbilt,

4,000

31,500.00

Which added to the above, gives the nett revenue for the present year,

\$89,629.28

The expenses then properly chargeable for the year
1841 will be,

To the Rail Road,	\$111,529.41
Steam Boat Line,	96,000.24
	\$207,529.65

Within the year there has been paid for construction \$31, 919.53, and as the contracts which were left by the Engineer are all now completed, there will be but little to charge to that account in future.

The Board of Directors take great pleasure in stating, that since the last annual meeting, the operations of the line have been successful, and that their confidence in its ultimate success, is no degree abated.

From the attention and skill of the Gen. agent and Superintendent, the road is now in higher order, than it has ever been before, and under such officers, the cost of keeping it in its present condition, will be less than the expense of repairs, if from a mistaken notion of economy, it should be permitted to sink into a condition barely sufficient to admit of the passage of our trains, whilst the wear and tear of the machinery, from passing over an uneven surface, is more than tenfold greater than in moving over a well adjusted road.

The speed at which our passenger Cars run, averaging 22 miles per hour, is equaled by few roads in the country, and on none of the same length. With but a few slight exceptions, they have made their trips with a uniformity which cannot be excelled, and the fact that no accident worthy of remark, has occurred within the year, is the best evidence of the ability of the Superintendents, to whose experience and industry we are mainly indebted.....

The receipts have fallen a little short of the preceding year;.....

.....The Board cannot agree on the best manner of arresting this state of things, which it is to be feared will continue until prosperity shall be restored to the country.

But a year ago, we all indulged the most sanguine anticipations of a revival of business, and the Stockholders congratulated themselves on the cheering prospect of a speedy return on their investment.

From the commencement of this enterprise, our expectations of profit were based upon the completion of the Rail Roads through Georgia and Alabama, & the extension and improvement of the Lines North of us. It is not our province to look into the manner in which other Companies are managed with a view to censure, but it is so evident that the accommodations from the North end of the Road have rather declined than improved, and that impediments have been thrown in the way, rather than facilities afforded to

induce travel; that we feel it is our duty to take this passing notice of one cause, which operates in no small degree to your prejudice.

As the Roads leading South from Augusta and Savannah, were in good progress before this was commenced, it was reasonably expected, that they would have been completed at least as soon as this. We regret that the enterprising projectors of these roads have deemed it prudent to postpone their completion, in consequence of which, the travel South and West of Georgia, only reaches us, if at all, in limited numbers by Stages running over rugged roads, and charging as high as 16 cts. per mile; in consequence of which, a great majority from Alabama, and Mississippi, either resort to sail packets, or the long and tedious voyage up the Western rivers, which though tedious, is less fatiguing and expensive, than to be dragged over rough Stage roads. We are pleased however, at being able to inform you that the Georgia roads are in steady progress, and will be pressed with such energy during the nest Spring and Summer, as to reduce the Staging, now over 200 miles between them and the Alabama road, to one hundred; and as the latter road, has fallen into new and able hands, there is great probability, that in two years there will be a continuous connexion by Steam to the Alabama river, which is all that is needed to ensure us the travel of the South and South West, and to fulfill our most sanguine hopes and predictions.

At the last annual meeting, you were informed that through the mediation of this Board, an arrangement had been entered into between the Portsmouth and Petersburg Rail Road Companies for the sale and purchase of one half of the Weldon Toll Bridge and road to Gary's.

It was believed that the bargain would have been fulfilled in good faith, and the delays and perplexities to which travelers and freight are subjected at the Roanoke, happily removed. Our anticipations have been disappointed, and the impediments still exist, with but little hope of their abatement, unless measures shall be taken to coerce the delinquent into terms, or to erect a separate Bridge across the river.

Early in the next year, the Richmond and Fredericksburg Rail Road will be completed to the Potomac; removing the great cause of objection to that route. Ice-boats, of the most approved construction will soon be placed on the Potomac river, by the energetic proprietors of that line, so that there will be no interruption to travel as heretofore from ice; either on that route or by the Chesapeake Bay; which is never obstructed below Annapolis, whence a Rail Road is now in operation connecting with the Baltimore and Washington City road.

It is avowed by many of the Stockholders of this Company, that they did not take Stock so much with the expectation of reaping a large profit from it, as from a conviction that it would greatly enhance the value of property in the section through which it passed, and thereby become a great private, as well as public advantage. That these benefits have been fully realized, no candid man will deny. But as the investment was not made exclusively for sectional or public advantage, it devolves on the Directors to guard the

interest of the Stockholders, and to adopt such measures as may seem to them best calculated to advance the mutual interests of the Stockholders and the public.

As the only means by which the Board might hope to regain the travel from sail packets and to divert it from other routes, they have reflected on the subject of reducing the fare, in connexion with the other Companies, between Montgomery and New York, the point, at which the sail packets, deliver nearly the whole of their passengers. Time will be necessary to develop the effects of this experiment, which cannot be recommended, except in concert with the Companies between the points above stated. The Virginia Companies are ready to enter into any equitable arrangement of this question of reduction, and we have reason to believe the Philadelphia and Baltimore Company are willing to test it. No communication has been held with the Companies North of Philadelphia or South of this, but we cannot doubt that they will co-operate as readily as any other portion of the line.

On roads passing through thickly countries, or connecting populous cities, a reduction of fare has, we believe, uniformly produced an increase of revenue. To this rule, this Company is supposed to form an exception. It is true, that the Rail Road passes through a sparse population, and that there is no intermediate point at which your Steam Boats might touch to add to the local travel. But by a judicious arrangement, the cities of Charleston, Savannah, Augusta and Columbia, might be brought in immediate connexion with the Northern cities; and the advantages of such a system equalized, to every section of the line connecting them.

The price charged by sail packets, for a passage from Charleston, Mobile or New Orleans, and the intervening ports, to New York, varies from \$20 to \$65; whilst by the Rail Roads, it is from Charleston to New York, between 40 and 45 dollars. Add to this, the difficulty of effecting exchanges on the inland routes, where payment is so frequently to be made, and the loss on depreciated money to which travelers on our Rail Roads are subjected to every rising and setting of the sun, and a strong temptation is held out to a large portion of them to adhere to the Packets.

We cannot reduce the rates of transportation as low as are charged by sail vessels, owing to the great expense at which our Rail Roads are constructed and furnished; and it is impossible now to state the minimum, which would afford the greatest motive to the traveler, and profit to the Stockholders. We are prepared to accommodate twice as many passengers as usually offer, without any material increase of expense, and so long as by carrying the Mail, we oblige ourselves to run daily trains, as any material reduction in the expense of transportation will be impracticable.

The number of hands employed on *road repairs*, is less this year, than it was the last; and as considerable progress has been made in filling up the truss bridges, as was originally contemplated by the Chief Engineer, Major Gwynn, this force will admit of a further reduction.

The committee appointed from your body at the last annual meeting, in pursuance of your instructions, addressed a memorial to the Legislature, praying that the Bonds of the Company might be guarantied by the State, for an amount which they deemed sufficient to meet the urgent debts of the Company. Under a belief which was generally entertained by the Southern Companies, but has proved alike delusive to all, that the amount of travel for the succeeding year would greatly exceed that which had just ended, and unwilling to ask more of the Legislature, than the necessities of the Company seemed to demand, they did not ask for the amount suggested in the report then laid before you; and a part of the debt thus intended to be provided for, remains unsatisfied. Greater difficulty was experienced in disposing of the Bonds thus guarantied, than was anticipated; and instead of obtaining them at ten years credit, as was contemplated by you, we are required to return the whole amount in six annual installments, with interest to be paid semi-annually, and the first installment to be paid on the 1st of January next. The interest for the first half year was promptly paid; and the revenue for the current month, in addition to such funds as have already been appropriated to that object, will enable us to take up the Bonds which fall due in January, and discharge the interest on the balance of the debt.

The early periods at which we will be called on to pay so large an amount, may, by preventing dividends, tend to depreciate the value of the stock, in which the State itself has so large an interest; and with the most persevering efforts, by speculators in the securities of the Company to depreciate their credit, operate injuriously to your interests.

Against these results, the Board feels it their duty particularly to warn the Stockholders, some of whom, not suspecting the sordid motives with injurious reports have been fabricated, in relation to the condition and prospects of the Company, have been too ready to take alarm, and again to assure you, that they see no cause to distrust the future success of the work.

Had the redemption of these Bonds been postponed a few years, the revenue which we are now compelled to hoard up for the purpose of meeting them, might now be dividing among the stockholders, the principle effect of which would be to relieve the more needy of them, and to raise the stock to its proper value; whilst to the State, and those who hold a majority of the Stock, it is of but little consequence, whether they receive their profits in dividends of capital.

Within the year, a valuable Foundry and Smith's Shop have been put into operation, in connexion with a very perfect Machine shop, which enables us not only to make our own castings and repairs at much less expense than heretofore; but is likely to become a source of profit to the Company.

Having ascertained by fair trial, the utter impossibility of keeping up the line with three Boats, the Board have been under the necessity of procuring a fourth; a boat of the first class, built by C. Vanderbilt, Esq. of New York, a gentleman of unrivalled skill in the art of boat building; and has afforded to us, with the same liberality and confidence, which have characterized his whole conduct towards this Company.

To persons unacquainted with the management of Rail Roads, the large amount of money expended in their operations, is calculated to produce the belief, that proper economy is not exercised by those who are immediately charged with their management and funds. No better criterion exists for testing this fact, than a comparison of the expenses on similar works; and to afford the Stockholders and opportunity of judging how far the Board and its officers have merited the confidence placed in them, they take leave to submit a comparative statement of the expenses of the two roads nearest in connexion with this, at the North and South, and most similar to it in location and construction.

By reference to the last reports of the Presidents of the Charleston & Hamburg, and the Petersburg & Roanoke Rail Road Companies, it will be seen that the expenses for the year were,

On the Charleston & Hamburg Road,

136 miles long,

\$252,086

On the Petersburg and Roanoke Road,

60 “ “

116,459

On the Wilmington & Weldon Rail

Road, 162 miles long, (not inclusive
of Steam Boat route,)

128,529

We consider ourselves fortunate in being able to make a comparison with these Companies, the Presidents of which, to abilities not surpassed by any in their sphere, add great experience with the most unremitting attention to their duties.

The Board submit herewith, accounts and abstracts of the Treasurer, General Agent and Superintendent of repairs, which exhibit in detail, the operations of the year.

Very respectfully submitted

by order of the Board,

JAMES OWEN, Pres't.

Note.—Understanding that the opinion is entered to some extent, that because the “Liabilities” of the company at the late meeting, exceeded by \$75,819, the *apparent Liabilities* on the 1st of November 1840, that amount therefore had been sunk during the last year; the Board deem it due and proper to append the statement herewith; showing what these Liabilities are, and how they, with the other debts of the company are provided for.

(The accounts are always made up to 1st Nov.)
The liabilities of the Company, for the year

1840, as exhibited were
\$680,080.95
Liabilities of the year 1841,
759,930.92

\$75,849.97

Increased Liabilities

The items mainly are for
Steamer Gladiator, \$60,000
Negro hire for 1841, charged
But not due till 1st January.....

The Wilmington Chronicle,
December 1st, 1841.

1. ANNUAL MEETING OF THE STOCKHOLDERS OF THE WILMINGTON AND RALEIGH RAIL ROAD COMPANY.

In conformity with the requirement of the Act of incorporation, the stockholders of the Wilmington & Raleigh Rail Road Company convened in the town of Wilmington on Wednesday the 9th of November, 1842.

On motion of James T. Miller, Dr. Frederick J. Hill of the county of Brunswick was called to the chair, and James Griswold of the county of Wayne, and Henry Nutt of the town of Wilmington requested to act as secretaries.

On Motion of Edward B. Dudley, Willis Hall and James T. Miller were appointed a committee to examine proxies and ascertain the amount of stock represented, who reported that a majority of the capital stock of the Company was represented.

On motion of James S. Battle, Resolved that a committee of five persons be appointed by the Chair to examine and report upon the expediency of continuing the franking privilege hitherto extended to the stockholders at their annual meetings by the officers of the Company; when the following persons were appointed by the chairman as said committee, viz: James S. Battle, Willis Hall, James T. Miller, John Wright and James Griswold.

On motion of Dr. Samuel A. Andrews, it was resolved, that a committee of three persons be appointed to report upon the expediency and practicability of an inland connexion between this Road and the Charleston & Hamburg Rail Road. Whereupon Dr. S. A. Andrews, Alexr. McRae and Samuel Potter were appointed as such committee.

On motion of Edward B. Dudley the meeting adjourned until ten o'clock to-morrow.

Thursday morning,
Nov. 10th.

The meeting convened according to adjournment. James Griswold one of the committee appointed at the last annual meeting of this company to investigate the accounts of the different officers of the Company and for other purposes, presented the report of said committee; which on motion of Dr. John Hill, was received and adopted.

The President and Directors of the Company, through their President Edward B. Dudley, submitted their annual report to the meeting.

On motion of Dr. S. A. Andrews, said report was received and adopted.

On motion of James S. Battle, the following resolutions were adopted.

Resolved, That a memorial to the General Assembly of this State, be forthwith prepared to be signed by the stockholders, soliciting the passage of a law for the relief of this Company.

Resolved, That James S. Battle of Edgecomb, John Hill of Wilmington, Willis Hall of Wayne, Wyatt Moye of Edgecomb, Samuel Vick of Nash, Joseph T. Rhodes of Duplin, L. H. Whitaker of Halifax, and William A. Wright of Wilmington, be appointed a committee to draft the memorial, for the purpose set forth in the preceding resolution.

Resolved, That the publication required by law to carry into effect the application to the General Assembly referred to in the preceding resolutions, be made by the President of the Company.

The committee appointed yesterday in reference to the franking privilege heretofore extended by the officers of the Company to the stockholders attending the meetings of the Company, reported the following resolutions, which were adopted.

Resolved, That all stockholders shall be entitled to visit Wilmington free of charge at all general meetings of this Company.

Resolved, That all stockholders who are original subscribers to the stock of this Company, and there distributes, as also their families, shall during the week of the annual meetings of this Company, be entitled to travel over the whole extent of the line from Weldon to Charleston, and return free of charge.

Dr. S. A. Andrews, on the part of the committee appointed to report upon the expediency and practicability of an inland connexion between this Road and the Charleston & Hamburg Rail Road, submitted the report of said committee, which report with the following resolutions accompanying it was adopted.

Resolved, That the President be instructed to obtain such information as he may deem important respecting the views of the citizens of South Carolina, who may be desirous of a connexion by means of a Rail Road, between the Southern terminus of this Road and the city of Charleston.

Resolved, That the President cause the necessary preliminary surveys for the construction of a Rail Road from the Cape Fear river to the navigable waters of the Waccamaw river to be made, provided that the costs of said survey do not exceed five hundred dollars; and that the report to an adjourned meeting of this company to be held in Wilmington on the second Thursday in May next.

The committee appointed to adopt a memorial to the General Assembly of this State, presented their report with the memorial prepared by them, which was adopted by the meeting and signed by the stockholders present.

On motion of O. G. Parsley.

Resolved, That the President and Directors of this Company are hereby directed to memorialize the next Legislature to pass an Act, declaratory of the construction to be given to the Act of Assembly, authorizing the State to become a stockholder in the Wilmington and R. R. R. Company, so far as regards the election of Directors of said Company, and of the number of votes to which the State is entitled; and to declare said construction to be, that the State has no vote in the election of six Directors to be appointed by the Stockholders, and that she shall on other questions, be entitled to two votes for every three votes given by individuals. And also, on any other subject touching the interests of the Company.

The following persons were appointed by the chair to constitute the committee to audit the accounts of the Company under the resolutions passed in 1841, viz: James Griswold of Wayne, W. T. Ferrall of Halifax, and Henry Nutt of Wilmington.

On motion of John Hill.

Resolved, That if any Director of this Company resident in the town of Wilmington shall absent himself from three consecutive meetings of the board of Directors; and if any Director of this Company residing beyond the limits of the town of Wilmington shall absent himself from eight successive meetings of said board, such Director so absenting himself, unless absent from sickness or absent from the State, shall forfeit all the privileges extended to the Director as such.

On motion of James S. Battle.

Resolved, That the annual meetings of this Company shall hereafter take place on the second Thursday in November of each year.

The meeting then proceeded to the election of a President and six Directors; when Edward B. Dudley was elected President, and Alexander Anderson, P. K. Dickinson, Samuel Potter, James S. Battle; A. J. DeRossett, Jr. and James T. Miller were elected Directors.

On motion of Edward B. Dudley.

Resolved, That James Griswold, Henry Nutt and William A. Wright be a committee to prepare such portions of this meeting for publication, as they may deem advisable/

REPORT OF THE PRESIDENT & DIRECTORS.

The President and Directors of the Wilmington & Raleigh Rail Road Co., have the honor to make to the stockholders the following report.

That at the last annual meeting, the stockholders appointed a committee to examine and report all the transactions of the Company, their debts and liabilities, to whom owing, and the rate of interest, with some other information as they might deem necessary, which having just been done would seem to render it unnecessary for us to travel over the same ground, but to confine our communication to such matters as have not claimed the attention of that committee.

The Road is generally in good order; during the past summer the rains were unusually severe in the neighborhood of Tar River, particularly, more so, than recollected by the oldest inhabitants. In two instances the Road suffered severely, but by the activity of the superintendent the travel was very slightly interrupted and the Road soon restored to good order.

The Boats are in good order, except the Vanderbilt; she is undergoing the necessary preparation to receive the *new* boiler prepared for her at our own shop, and the repairs necessary in her upper works, to put her in superior condition. Her hull having been recently repaired and her bottom newly coppered.

The past year has been unusually boisterous, and subjected these vessels to the severests, which they have nobly sustained.

The shops and depots. At this place, every exertion has been necessary to the keep the Boats and Locomotives in good order with the force our means enabled us to employ. Some improvements have been made and others are required not only here but at the other Depots for economy and convenience.

The Directors were early in the year fully impressed with the absolute necessity of exacting strict accountability and economy in every part of the establishment practicable without effecting its efficiency.

In the summer a reduction of 12 1/2 per cent, was made on the operatives.....

..... wherever practicable, intending to follow it up in the fall to something like the reduction in the fare, if the situation of the Company should render it necessary. In October they believed it did and an order was passed for that purpose to take effect for the first of next month. A copy of that order is herewith submitted for your approval or revision as you may think proper.

The exhibit of expenditures of the last, compared with the present year, will show that our efforts of economy have not been unavailing, and in the next year, preparations

have been made and are making which will doubtless, yield a further saving of 15 to \$20,000.

As regards the prospects of the Company, it is hardly prudent to hazard a conjecture. This however, may be fearlessly asserted, that at present, the stockholders can indulge no fear for the continued existence of the Road and for the permanency of those public advantages which the noble enterprise originally promised. Even under present discouragements we have not only been enabled to keep it in perfect repair and to pay its current expenses, but to have an available balance to be applied to old debts and arrearages. Our receipts have fallen off, but it has been nearly met by a reduction of expenditures. And surely the general depression and public embarrassment have now reached their crisis, and better times must come to us. We want a Road across the peninsula of Florida. A charter has been obtained and a survey made for one from St. John's River to the Gulf. When this and the Flint & Ockmulgee Rail Road (which is near its completion) are put in operation, who can doubt that the stream of travel from the valley of the Mississippi will pour itself along our line to vivify and relieve us?

The compensation, too, for carrying the mail has been paltry and inadequate, while our expenses and hazards have been greatly increased by the contract. The compensation fixed by Act of Congress is \$237 per mile, and while we have been receiving but little more than half of it, the Charleston & Petersburg Company receive the full allowance, and to increase the invidiousness of the matter many of the Northern Roads receive over \$300 per mile. We know it has been said that our pay should be less because of our Steam Boat connexion, but it is notorious that this to us is the most expensive part of our contract, and least profitable being precluded from way travel. The amount we now receive for the whole contract, it is an ascertained fact will not pay the insurance on the Boats. The contract will expire in June next, and if it cannot be renewed at a fair and adequate price it will afford us the opportunity of making such retrenchment as will be an equivalent of its loss.

Soon after the last meeting of the stockholders our attention was directed to their resolutions recommending a meeting of Delegates of the several Companies, constituting the Atlantic Line of transportation from New Orleans to New York, relative to "establishing a more uniform and lower rate of fare" with the hope of increasing the travel. A correspondence was opened, and a meeting invited at Washington City in January; at the same time, the Post Master General had requested a convention of persons from the same Companies. Your views were brought to the notice of the meeting, but without effecting the desired object. The Directors witnessing the continued diminution of travel, directed another effort and finally a ticket from Baltimore to Charleston at \$22 was agreed to, on the well founded expectation that the Roads South of Charleston, would also reduce in like proportion, and although we have assurances it will be, has not yet been accomplished.

The necessity of reduction is apparent in the cheap rate of travel from New Orleans by the Mississippi and Ohio Rivers to Baltimore and Philadelphia, via. Wheeling & Pittsburg, the whole route of which is charged at \$33 to 35. The sail Packets on the

Ocean also carry passengers at reduced prices. On both of these routes the fare does not exceed one half of ours. Could we then be mistaken as to the primary cause of the diminished travel on our route!

It appeared not only necessary to reduce to obtain the travel from the extremes but equally so to guard the intermediate points. Charleston on the South, New York, Philadelphia and Baltimore on the North, offer first rate sail Packets on the most favorable terms, and at Philadelphia and Baltimore, via Pittsburg and Wheeling to New Orleans, the very low fare is offered, as before mentioned at \$33 to 35, all of which draws the travel from our part of the Atlantic route.—We could reasonably only expect the traveler of urgent business, or of wealth, which with the local travel of a sparsely settled country, is totally inadequate to support a Rail Road and Steam Boat transportation.

When we take into consideration also that Steam Boats and Rail Roads can transport the larger number at, or nearly the same costs as a few persons, and certainly with equal facility with the craft on the other routes, can we hesitate then, to urge the reduction to nearly the same price, depending on our superior speed and certainty for preference.

The recent reduction we believe, has increased the *number* of travelers, but whether in equal ratio to the reduction in money, we are not prepared to say. It has not continued a sufficient length of time for a fair test.

It will be seen by the report of your committee that the liabilities of the Company, vary but little from the last year. That about one hundred thousand dollars are required of the old debts to which the creditors are justly entitled, and from their representations stand greatly in need. Many of them have been generously forbearing, but others have indulged in vexatious suits and levied executions on the hire of the negroes employed on repairs, whose attention is daily required to watch over the Road and keep it safe for the passage of the Trains. They were seized and taken away regardless of consequences, in the hope of coercing payment, when the Company had it not. Without provision is made for these debts these scenes will probably be acted over again.

The Directors can suggest no other way but an appeal to the Legislature, for the postponement of the payment of the Bond due next January, and the endorsement of fifty thousand more to pay these debts. Having already paid fifty thousand dollars on which the State was security, the further assistance would only place her liabilities at the same amount first granted. Such a measure or some other equally efficient is required in justice to the creditors and for the protection of the credit of the Company.

The officers and free operatives of the Company have discharged, generally, their duties ably and faithfully; and when reductions of pay have been made, it is not because their services were less valuable, but that money had appreciated, and the *necessities* of the Company made it *absolutely* necessary. These reductions have been submitted to with cheerfulness, and we have no doubt will be hereafter, when necessary.

It has been the policy of the Directors to keep the *craft* in good order—the crew under good discipline, and every spar and *rope* braced tight and strong, to stem the adverse *winds* and *tide* which have been severely oppressing for some time all works of improvement in this country; determined “not to give up the ship” while it is possible to keep her afloat.

The receipts of the last 11 months to the 1st October which
period the fiscal year has been directed to be closed
amount to,
\$211,977.48

Add the receipts for October,
17,818.61

—

\$229,796.09

The disbursements for the same period of 11
months,

\$180,892.65

Add October, (averaged) from committee report,

16,644.78

\$197,537.43

Amount of debts of previous years paid in 1842,
deducted,

25,421.93

\$172,115.50

\$172,115.50

Leave the actual expenses of the year some-

thing like the balance,

\$57,680.50

It will be seen therefore if the receipts have been reduced, the expenses have been reduced in equal proportion.

The balance of availing funds of the previous year over the
Present appear to be,

\$27,446.02

The profit of the year ending 1st November.

57,680.00

\$85,126.12

Which was paid away as follows.

Bonds secured by the endorsement of the State,

\$50,000.00

Old scrip,

\$27,625.99

Less paid in State Bonds,

15,000.00

\$12,625.99 in cash.

Interest in October,

28,523.43

Since on Bond to Vanderbilt,

2,100

On Bond to Literary Fund,

1,550

do, State Security,

60

Bonds given for loss of baggage in No. Ca.

1,526.67

???????????

EDW,D B. DUDLEY, Pres't.

Wilmington Chronicle,
November 23, 1842.

1. GREAT FIRE!

An extensive and valuable portion of our unfortunate town has been within the past few hours laid to ruins by fire—probably the most destructive one that ever visited it. At least 200 buildings, we think, of every kind are destroyed, besides an immense deal of property of other kinds. Between 11 and 12 o'clock to-day, whilst a heavy gale of wind was blowing from the South, the greater part of the inhabitants being, at the time, engaged in various Churches, the roof of the old Warehouse known as McKay's on the alley north of the Bark of Cape-Fear, was discovered to be on fire. Almost immediately the flames took hold of the other wooden buildings near by, and swept, in a few minutes, across Princess Street to the dwellings of Mrs. Robinson, Mr. Anderson, and Mr. Calder, when all hope was lost of saving any of the northern part of the town above those points, between Front and Water Streets. Onward and onwards the flames progressed, leaping from building to building, with fearful rapidity. In two hours after the alarm was given, the fire had reached the Rail Road depot buildings, a distance of three-eighths of a mile from where it commenced. Between Princess Street and the Rail Road, and Second Street and the river, not more than 12 buildings were left standing. On the upper wharves there was an immense quantity of country produce, such as Naval Stores, lumber, &c., all of which was destroyed. Many families lost the whole of their furniture, others a part. We do not think there was a very great value in merchandise destroyed, the greater part being got out, as the stores were not so directly in the range of the fire as the dwelling houses. Many of the houses were among the best in the town, and a very large proportion were valuable ones.

The loss by this dreadful fire is estimated at \$300,000; there is insurance to the extent of \$100,000, as is supposed, leaving a sad deficit to be borne by our citizens under all the distressing circumstances of the times.

Annexed is a list of the sufferers. It is not perhaps entirely accurate, but as nearly so as we can make it at present:

Dwellings on Front Street.- Wm. H. Briggs, Wm. K. Larkins, Mrs Robinson, A. Martin, Alex. Anderson, Mrs. Noys, Mr. Lawton, Thos. C. Miller, E. Kidder, Mr. Cason, J. I. Bryan, Thos. Gatier, Rev. Mr. Jennet, Saml. Berry, S. D. Wallace, Jno. Walker (partly burnt) W. Caulder, Mrs. Meares, R. H. Cowan, P. K. Dickinson, A. Wannet, Gen. Jas. Owen, Wm. J. Love, Mrs. Colina, R. Davis, David Jones, Methodist Church, Alexr. McRae, Messrs. R. H. & G. Grant, Jeffreys & King, Blank & Trask, W. & R. R. Road Co. (all the Rail Road depot buildings of every description, including 5 Locomotive engines, some cars, the Bridge over the ravine, and two or three hundred yards of the Road where there were several tracks; (books and papers saved.)

6 This article was provided by the *Chronicle Office* (Wilmington). It also appears in the *Fayetteville Observer* on May 3, 1843.

2. THE MAILS.

We understand that there is no change in the arrangement of the Mails in this part of the State, under the late letting of Contracts. The Great Mail will go, as heretofore, by way of Wilmington and Charleston, and the Wilmington Company will receive about \$85,000 for carrying it, instead of \$44,000, as heretofore. We are glad that they are to get something like a fair price.

The Fayetteville Observer,
May 3, 1843.

3. [Notice.]

In nearly every part of the “burnt district” preparations are making to replace the buildings destroyed. Contracts have been entered into for erecting a number of large brick edifices, both for dwellings and stores. Generally, a better order of buildings than those now in ruins will be put up. Many however, design putting up wooden buildings, which is a thing greatly to be depreciated. Those who can by any possible means manage to build with brick instead of wood will in a short time find themselves much better off for it. The difference in first cost is not so great we apprehend as most people suppose, and in the subsequent incidental expenses there is a great disparity, besides the superior safety of brick. We should be admonished by the past to be at least as well guarded against future danger as it is practicable.

The Rail Road Company are slowly repairing the damages caused by the fire at their Depot.—The steam engine in the machine shop was not so much injured but that it will do for future use, and is now in operation. Some of the Locomotives can probably be repaired also. The walls of the machine shop it is expected will answer to roof over, as will the warehouse by cutting off a story. One very great improvement is to be made by running a track down to the river, by means of an inclined plane of about four hundred yards in length.

The Wilmington Chronicle,
May 17, 1843.

4. [Notice.]

The Wilmington Rail Road Company have procured for their cars a supply of Kyte’s Patent Safety Beams, the use of which will add greatly to the security of travelers over the line.

The Wilmington Chronicle,
May 17, 1843.

5. [Notice.]

The Rail Road Company's office is for the present kept in the new building on west side Front street two doors from Market.

The Wilmington Chronicle,
May 17, 1843.

6. RAIL ROAD EXCURSION.

On Friday last a party of some dozen gentlemen, at the invitation of the worthy President of the Petersburg Rail Road Company, took a trip for the purpose of trying the new iron and seeing the progress of the Bridge which the Company is erecting over the Roanoke near Weldon.

Leaving Petersburg between 8 and 9 o'clock, A.M., and stopping for a short time at each of the Depots, we arrived at Garysburg in time for dinner.

The Road we found to be in as good order as a Rail Road can be. With the exception of about two miles, which serve to show the difference between the new and old iron, the entire Road has been re-laid with the "T. Rail" and "three quarter iron." So smooth is the track, that the cars can travel at any speed at which a locomotive is capable of carrying them, with perfect safety.—The accidents of "running off," "capsizing," &c., will, therefore, in future, be only heard of on this Road as things which belonged to a past age.

Without a jolt or jostle, or the slightest fatigue, we reached Garysburg about that time when one's appetite begins to remind him that such things as "fish, flesh and fowl" are designed for man's use; and, as we all knew that the Landlord was really "a *host* within himself, we were not surprised to find a most substantial repast in readiness for us,—and we are sure that our readers will not be surprised when we tell them we did ample justice to it.....

Petersburg

Intelligencer.

The Wilmington Chronicle,
May 24, 1843.

7. NATIONAL ANNIVERSARY.

The joint Committee of the military and citizens report the following as the order of celebration in Wilmington.

National salute of 13 guns at sunrise, and ringing of bells; 26 guns at noon, 4 gun at sunset.

At half past 8 A.M. a procession will be formed on Front street, opposite the Bank of the State, according to the annexed arrangement, and will move to the _____ where, after the usual religious services, and the reading of the Declaration of Independence, an oration will be delivered by Talcot Burr Jr., Esq.

ORDER OF PROCESSION.

Music,

Wilmington Volunteers,

New Hanover Rifle Corps,

Officers of the Wilmington Militia,

Field Officers of the 30th Reg't N. C. Militia,

Staff Officers of the 3d Brigade N. C. Militia,

Staff Officers of the 6th Division N. C. Militia,

Orator and Reader,

Clergy,

Patriots of the Revolution,

Honorary members of the Wilmington Volunteers,

Officers of the General Government,

High Sheriff of New Hanover and Deputies,

Commissioners of Wilmington,

Commissioners of Navigation,

President, Directors, and Officers of Wilmington and Raleigh Railroad Company.

Mechanics,
Washington Temperance Society,
Juvenile Temperance Society,
Chief Engineer and Fire Wardens,
Franklin Fire Company,
Wilmington Fire Company,
Hook and Ladder Company,
Masters of vessels in port,
Mariners,
Citizens and strangers.

The procession will be formed by, and be under the command of Col. McRae and Adj't McRae, who are appointed Marshals of the day.

The Wilmington Chronicle,
June 28, 1843.

8. [Advertisement.]

The subscribers inform their friends and the public that have re-established themselves near the RAIL ROAD DEPOT, in a building erected since the fire, just below their FORMER STAND, and are prepared to attend to any business entrusted to them in the Country produce and Commission line.

G. P. & R. H.

GRANT.
June 28th, 1843.

The Wilmington Chronicle,
July 12, 1843.

9. BUILDING.

In nearly every part of our town, and especially in that part of it laid waste by the extensive fire of April last, there are buildings going up, and just finished; dwelling

houses, stores and other kinds. A large proportion are of brick, and some of them will be large, handsome, substantial edifices. On Water street alone, North of Princess street, swept by the late fire, there are about twenty-five brick stores in various stages of progress. We suppose there are seventy or eighty buildings altogether erecting and lately completed; among the former are the Custom House, a large Hotel, and the Odd Fellow's school house.

The buildings of the Rail Road Company destroyed by the same fire, Machine shop, Warehouse, Offices, &c., are nearly rebuilt, in an improved style upon the old ones, and other convenient alterations are making at the Depot.

The Wilmington Chronicle,
August 23, 1843.

10. WILMINGTON & RALEIGH R. R. COMPANY.

The eighth annual meeting of the Stockholders in the Company's office in Wilmington, on Thursday, the 9th inst. H. Bryan of Edgecombe, presided as chairman during the first days proceedings, and in his absence from town Benj. D. Battle, of Edgecombe, for the balance of the time, Wyatt Moye, of Edgecombe, and W. A. Wright, of Wilmington, acted as Secretaries. 3082 shares owned by individuals were represented, either by the holders in person, or by their proxies, and for the 6000 shares owned by the State, Governor Morehead appeared as the representative.

The President of the Corporation, Gov. Dudley, submitted the usual report of the operations of the Company for the past year, which was read and accepted.

The Examining committee, consisting of James Griswold, John McRae, and Henry Nutt, appointed at the previous meeting, also made their report, which was accepted.

From these reports we take a few items of general interest.

[INSERT STATEMENTS HERE]

The annual current expenses of the Company for the year ending 30th September, 1843, compared with the previous year, have been reduced \$49,170.94, and would have been still further reduced but for the loss of provisions, fixtures &c., by the fire, which to replace have cost the Company about \$8000.

The gentlemen whose names follow were elected directors for the year ensuing on the part of the Stockholders.

Edward B. Dudley, *President*, Alex. Anderson, Samuel Potter, P. K. Dickinson, John Hill, R. H. Cowan, James T. Miller.

And the following gentlemen were appointed by Gov. Morehead Directors on the part of the State: E. P. Hall, and A. J. DeRosset, jr., of Wilmington, James Griswold, of Wayne, James S. Battle, of Nash.

*It must be borne in mind in making the comparison, that since early spring, during the best part of the traveling season, the rate of fare has been about one third less than before.

The Wilmington Chronicle,
November 15, 1843.

11. [Notice.]

At 3 o'clock yesterday a fire broke out from the roof of the dwelling house of Gov. Dudley, at the South end of the town, and before it could be put out, destroyed the roof, besides seriously injuring the body of the house. The furniture was also seriously damaged in the removal.

The fire companies did surprisingly well in getting the better of the fire so soon after arriving on the ground.

The Wilmington Chronicle,
November 29, 1843.

12. [Notice.]

In consequence of the loss of several Locomotives by the fire last spring, there has since been a lack of motive power on the Wilmington Rail Road, especially felt in the heavy freight transportation. The deficiency is now however partly supplied, and will be entirely very soon. An engine capable of hauling a train of 6 or 700 bbls. turpentine, weighing alone from 100 to 120 tons, has just been put upon the Road, and another which it is supposed will be able to take along a train of a thousand bbls., or about 170 tons, is expected shortly.

Wilmington Chronicle,
December 6, 1843.

**REPORT OF THE PRESIDENT AND DIRECTORS OF THE BOARD OF
INTERNAL IMPROVEMENT.**

(1938)

[begins page 3]

To the Honorable

The General Assembly of North Carolina:

GENTLEMEN:

The President and Directors of the Board of Internal Improvement have the honor to submit the following Report:

That the Board was organized in April 1837, and engaged in discharge of the duties committed in their care. It was ascertained that the amount of funds under the control was \$115,171.87, the balance of the old fund and the remainder of the second instalment of the surplus just then received, after meeting previous appropriations.

In conformity with the act of your last session which authorized a subscription on the part of the State, to the stock of the Wilmington and Raleigh Rail Road company, it was on the first of April 1837 made to appear to the satisfaction of the Board of Internal Improvement, by report of the Engineer of the company, that 1,088,049.80 was the estimated cost of the construction of eth Road from the “town of Wilmington to Weldon on the Roanoke River,” that solvent Individuals had subscribed \$751,300, and that \$198,748.31 had been paid into the Treasury of the company. This subscription on the part of individuals being nearly \$100,00—more than 3/5ths of the sum “necessary to construct said Road from the town of Wilmington to Weldon on the Roanoke River,” and the payment being upwards of \$10,000 more than one fourth of the individual subscription; the Board thereupon subscribed two-fifths of the capital stock of the Company.

The act authorizing this subscription on the part of the State was construed by the Board to intend that the company should be entitled to its benefit whenever three-fifths of the sum necessary to build the road from Wilmington to Weldon was subscribed by individuals, and the requisitions of the act having been literally complied with the Board felt constrained to make the subscription; but the question presented itself whether it should be limited to 2/5ths of the sum “necessary to construct the road from the town of Wilmington to Weldon on the Roanoke River,” or to 2/5ths of the whole capital stock of the company, a subscription of all of which, it was estimated would be necessary to

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build the Road and to effect the Steamboat connection with Charleston authorized by an amendment to the charter; considering that the subscription of individuals exceeded

3/5ths of that which was necessary for both, the road and the Steamboat connection, that the line to Charlestown would be vastly the most profitable in proportion to cost, that the unsubscribed stock would certainly be taken up and would probably appreciate in value, and considering above all that a liberal construction of the law was most likely to be in accordance with the views of the Legislature in aiding this spirited and noble effort at improvement; the Board determined to subscribe for 2/5ths of the whole stock as before stated, and they did this the more readily as it was the opinion of legal gentlemen of reputation consulted on the occasion that the law authorized it. To enable the Board to do so, a transfer from the Literary Fund was agreed on to make up the amount—say \$34,828.13, until the third instalment of the surplus should be received, which would all be placed to the credit of the Board. In July following the 3d instalment received and the amount returned. The company has since produced certificates of the payment of two more instalments by individuals and the like instalments have been paid by the Board for the State; for more particular information the report of the company and the account of their Treasurer are herewith submitted marked A.

By the Report it will be seen that the company wish to obtain the assistance of the General Assembly to endorse their Bond, to enable them to effect a loan on better terms than they would command without the State endorsement for the amount of \$349,081.32 to complete the road; in preference to calling on the individual subscribers for the fourth instalment or forcing into market the balance of the stock for less than its probable value on the completion of the road. This measure would be for the benefit of the State as well as individual subscribers.

The payment of the fourth instalment by the State would lessen the amount to be raised by loan. This could be done without inconvenience to the State, and we feel no hesitation in recommending the same. Individuals have preceeded the State in the payment of seventy-five per cent; it appears but just that the State should pay the other 25 per cent without waiting till individuals have paid theirs. The precautionary measure of requiring individuals to pay first, in Virginia where the 2/5ths and 3/5ths system has been established is carried only to the second instalment, after which the copartners proceed in the payment “*pari passu*.”

The expense of the stages to complete the route to make it valuable

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is more than that of the road and Steamboats together, and consequently it is all important to prosecute the work with all possible vigor to a speedy completion. The operations of the roads, boats and stages, now nett a small income, on the completion of the road, the mail only would yield near 5 per cent with less expense then it can at present be carried, which with the increase of travel and transportation it is confidently believed will make it the best stock in the State. An early completion is also believed will make it the best stock in the State. An early completion is also important not only as a test for other works in contemplation and so much needed by the State, but because such a large

portion of the material used in the construction of Rail-Roads is so perishable in its character as to make an early use of the road the best economy.

In suggesting a new measure of improvement it is deemed important to revert to those worked, which have already been constructed, or are in a course of construction, in order to shew its connection and necessity, for as the object of works of improvement ought to look to the increase of commercial facilities and general intercourse, their connection and mutual dependence is to a great degree indispensable, and in taking this review it is obvious to consider the Wilmington and Raleigh Rail Road as the basis of the Rail Road system of the State.—This road could have never been regarded by the Legislature as a mere thoroughfare for northern and southern travel, or it would not have been patronized so liberally as it has been. It can be a matter of not the slightest importance to the people of North Carolina, whether the citizens of other States should occupy twelve hours or as many days in passing through the State. Other considerations it is presumed operated with that body. The conviction that no extensive Rail Road can sustain itself by the sole transportation of productions, without the aids desirable from the transportation of a great number of persons, no doubt had its influence and induced that body to avail itself of the opportunity to promote the interest of the State, which offered in the construction of a road, whose peculiar locality adapts it to both. An immense transportation of persons was reasonably anticipated on this road, at the same time it was foreseen that no road leading from any other of our seaport towns to within about 30 miles of the seat of Government (the supposed centre of the State) could by possibility be so located as to offer the same advantages; no other seaport in our State is so situated in reference to the great mass of northern and southern travel, as to make it tributary to the great object of throwing at least, a very large portion of the produce of the State into one of its own.

The company, as will appear from the report of the President, is

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at present assiduously engaged in completing the branch of the road which leads to and unites with the Portsmouth road at Weldon, whilst the main stem (properly so called if we regard the title of the company, or the leading interests of the State) to Raleigh is postponed. The intention of the company however, it is understood, is to accomplish both, and although the object in hastening to completion the line to Weldon is a legitimate and proper one, as it is from that branch, the greatest profit is expected, nevertheless it appears to the Board that measures should be adopted to accelerate the commencement of operations on the line from Raleigh, to the intersection at Waynesborough, or other more suitable point. Until this line is completed the road must remain a dead letter to the interest of the great section of the State lying west of Raleigh and which is looking with anxiety to its completion. When this road shall have been constructed and the Raleigh and Gaston road finished, Wilmington on the one hand and the markets of Virginia on the other, will virtually have been brought to the centre of the State, for a single day will then suffice to place the produce accumulated here, in either, and the farmer and planter of the west may *here* end his journey in quest of a market.

Although much will certainly have been done *then* for the western section of the State, much will remain to be done if its drooping agriculture and commerce are to be thoroughly revived and the supposed views of the Legislature are to be carried out. These seem to have looked to two modes of communication between the valley of the Yadkin and Wilmington, the one through Fayetteville by Rail Road. The intention to communicate through Fayetteville is manifest, and would doubtless be carried into effect, had the requisite amount of individual stock, to secure the subscription of the State, been taken; that of communicating through Raleigh is *presumed* from the evident policy of the measure, both as regards the end in view and the means by which it was to be accomplished: it was important to offer to the west the choice of markets which the two roads leading north and south from Raleigh is intended to afford, and it was expedient to use the extension of the Gaston road from its intersection with the Fayetteville and Yadkin road for the purpose; for this road was proposed to be constructed without the aid of the State. Taking it for granted, that the *leading* policy of the State in relation to its Internal Improvement, is to conduct the produce of its western section to one of its own ports, and believing that a sufficiency of stock has not been subscribed to carry into effect either of the plans above mentioned; more liberal aid on the part of the State,

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than the 2/5ths and 3/5ths scheme proposes must be afforded or *they* must be abandoned, and some other plan of a more practicable character adopted.

The Board have had this part of the subject under consideration, and incline to the opinion that a turnpike road from Raleigh to Salisbury, (thence westward to the limits of our State, if deemed expedient) with a branch to Fayetteville, would answer the demands of the intervening country, and the section circumjacent to Salisbury. The Board is fully aware of the highly excited state of public feeling on the subject of Rail Roads generally, and on that of one from the Yadkin to Fayetteville or Raleigh in particular, and nothing short of a due sense of duty could induce it to make the suggestion it does; but unless the Legislature will at once by issue of stock, afford the means of perfecting the rail road scheme, it will be in vain to rely further on individual exertion, and a mode of improvement entirely within the ability of the State, should at once be adopted; of this character is the proposed turnpike.

The length of this road, supposing it should be located on the present stage route, will be about 134 miles; the mode of construction might be that of some of the western turnpikes of Virginia—all the parts which are to be cut up in wet weather, to be McAdamized, and the firm ridges not liable to it, to be graded, rounded and well drained. The McAdamized portion may be done for about \$3000 per mile. The ridge portion for about \$300. In the absence of any survey it is impossible to say how much will be required to be McAdamized, but it probably will be safe to assume one half,

67 miles at \$3000 per mile	\$201,000
67 do \$300 do	\$20,100

For the main road	\$221,100
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The Fayetteville branch, supposing it should leave the main road at a point 80 miles distant from that town, will cost for

40 miles at \$3000	\$120,000
40 do at \$300	\$12,000
	\$132,000
Total for both roads	\$353,100

The effect of this measure will be to reduce the price of transportation from one half to one fourth, or what is the same thing, enable the transporter to carry with any given power from double to four times the weight he can carry on the ordinary roads of the country,

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and when the very small sum it will take to produce so great a good to a section of the State which has received absolutely nothing from the public chest, in the way of improvement, is taken into view, it is not perceived that the Legislature would act otherwise than with justice and policy in effecting the work at the public charge.

The main road is proposed to be laid through the counties of Wake, Chatham, Orange, Guilford, Randolph, Davidson and Rowan. These counties, according to the last census, contain 124,943 inhabitants—something more than a sixth part of all inhabitants of the State, and the counties, portions of which lie within 35 miles of the road, and of course within striking distance of it, contain 302,787—near one half of the whole population of the State. This view is intended to exhibit what the Board have no other means of exhibiting, not only the great amount of persons to be benefited, but the probable amount of productions that will find an outlet by this road, for it is fair to assume that the population of these counties is as productive as that of any other portion of the State, if so, nearly one half of its exportable productions may be advantageously transported on this road. Reverting to the postponed part of the Wilmington and Raleigh Rail Road, towards the promoting of the speedy construction of which the action of the Legislature is considered important, as it is an indispensable link in the proposed chain of internal communication, it is worthy of observation, that the population of the counties, portions of which are within 35 miles of the line on which it will be probably be laid, when added to the counties before mentioned on the turnpike route, will reach to 414,277, considerable more than half of the whole population of the State. The Board declines to make any comment on this important fact; the inference from it is palpable.

On the subject of providing the funds which may be necessary to effect this work, it is presumed there can be no difficulty in supplying them. A single financial operation

will place them at the disposal of the State. Three hundred and fifty thousand one hundred dollars, is the estimated cost of the work. Let the State issue six percent stock to that amount redeemable in 12 or 18 years. Such a stock would probably sell at a premium of 5 or six per cent. At the same time let \$176,550 of the funds belonging to the State, be set apart to sink the debt, which that sum with its accumulating interest will do if properly managed, in less than 12 years, the first period suggested for reimbursement; at the end of which the outlay of the State on account of the work will have been \$176,550 only. But if the sinking operation is extended to 18 years, then the outlay of \$353,100 will have been repaid, and the \$176,550, returned to the treasury. The tolls

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on the road will meet the annual interest on the \$353,100. This will amount to \$21,186. The fact stated by Mr. Murphy in his memoir on the Internal Improvement of North Carolina, that the section of the State west of the Yadkin, exports annually \$2,000,000, worth of produce is assumed, and it cannot be doubted that the section east of the Yadkin and west of Raleigh and Fayetteville, exports an equal amount. Suppose however, that both section should send on the proposed roads only \$2,118,000 worth of produce, an amount far short of that which it is believed will be sent, and suppose that one per cent only on the value, should be charged as toll, then the annual interest as above stated will be met by the tolls. A barrel of flour worth \$5, will pay 5 cents, a bale of cotton worth \$30 will pay 30 cents, and other articles in proportion. It is shewn then by borrowing \$353,100. at simple interest, say 6 per cent which the tolls on the roads will pay and by loaning \$175,550 at compound interest, for the period of 18 years, the work may be effected without a cent of cost to the State.

The use of the road will therefore be a clear gain to the State, and a constant source of revenue to the amount of more than \$20,000 annually—An aversion from going in debt is commendable in a community as in an individual—but there are cases which make it highly expedient in either to do so; this is believed to be one of them—for a vastly important object is to be obtained, which it is not perceived can otherwise be obtained, and if the foregoing view of completed reimbursement to the treasury and permanent revenue to the State should be considered doubtful, or absolutely fallacious, still the work should be commenced and the means supplied even at the hazard of a long deferred debt; permanent public works of the kind under consideration, are not designed exclusively for the passing generation, all posterity are to reap the advantages which will flow from them and nothing can be more reasonable and just, than that they should participate in the expense of constructing them. It is obvious that the same principle on which it is proposed to raise funds for this road, is applicable to every work in which the State may engage.

ROANOKE INLET

The reopening of this is justly deemed a matter of the utmost importance, not only to a large, populous and wealthy section of the State, but to the coasting trade of the United States also; it is nearly central on the Atlantic frontier and is so situated in

reference to Cape Hatteras shoals as to be the precise point where a harbor is most wanted; at present vessels driven on the coast to the North of these shoals by

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chase and locate among us, filling up our too sparse population and enhancing the value of our too depreciated soil.

Much may doubtless be effected by an improved system of husbandry, under proper stimulants and inducements; if we turn for a moment to the improvements successfully achieved in Massachusetts with decidedly inferior climate and soil, out doubts will be removed. She greatly outstrips us in our peculiar interests. In proof of which, allow me to refer you to an agricultural survey recently made in that State, marked B. and so valuable in my estimation as to induce me to recommend that a similar survey be authorized in our State.

But gentlemen, it is only to a liberal and well digested system of Internal Improvement that we can look for the regulation and permanent prosperity of our State. Our towns are small, our markets distant and difficult of access—our water courses for purposes of navigation, naturally indifferent and wanting improvement, whilst our infant manufactories are struggling for existence against the matured and mighty workshops of Europe and New England. We have no branch of enterprise sufficiently advanced and powerful to render assistance to another. It is in truth the race of imbecility and poverty—the waste of noble energies in detached and single handed enterprises. Furnish but capital, and means of Improvement, combine all our resources, and direct them judiciously to the development of our advantages, and you will find that we have the materials of a great and wealthy State. Our water courses are incomparable for propelling machinery. The earth teems with inexhaustible mines of rich ores and minerals, and our population characterized by industry, prudence and economy. But temptation is around them, the stimulants to emigration are almost irresistible.

Most of our sister States are engaged in magnificent schemes of improvement, offering high wages to the mechanic and laborer, whilst the South-West invites the Farmer with her fertile paradise. Have we then any hope, any alternative but in a continued and vigorous effort at general improvement? We must ameliorate the condition of our people, and we must stimulate their home enterprises or be content to lose with their wealth our better population. The system of improvements adopted by our last Legislature has given employment to many, and a show of activity and business producing a most happy tendency. I believe it is only necessary to push forward these works and to originate others equally and obviously necessary to change the whole face of affairs, and give a new character to the State.

In April of last year, the Wilmington and Raleigh Rail Road Company applied, agreeably to law, for the subscription of the State of 2/5 of its capitol. This subscription was made by the Board of Internal Improvements and the first instalment was paid. Since that period two other instalments, the last in the past month of October have been claimed and paid, making the total sum of four hundred and fifty thousand dollars, paid by the State and on the part of individual subscription five hundred and sixty thousand five hundred and eighty seven dollars and fifty cents. I will here take occasion to remark, that by the law as it now stands it will be difficult for the company, without acting with great harshness towards some of their individual subscribers, to claim the fourth instalments from the State. The law requires that individual subscribers shall first pay their instalments of 25 per cent before the company can claim the same instalment from the State. As a matter

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of caution, to prevent the use of the State's funds without a faithful payment on the part of individuals, the rule might well be applied to one or even two instalments, but it would seem to be more just that the payments should be made "pari passu." The company however have collected 75 per cent of the stock. The collection of the last instalment from individual subscribers, must necessarily be attended with increased difficulty; and if even one share remains unpaid the company cannot claim that instalment of the State, which may embarrass the company and check the progress of the work. Many cases may arise where it would be unjust and exceedingly unpleasant to enforce payments from individuals who had faithfully paid up 75 per cent, either by a sacrifice of the stock or of other property, and the company will certainly be driven to this alternative, which I am persuaded was neither the wish nor the intention of the State, without further legislative action. I would recommend therefore, as an act of justice, the passage of a Resolution instructing the Board of Internal Improvements to pay over forthwith to the company, the fourth instalment out of any funds in their hands.

In patronizing this work, it was presumed that the General Assembly intended to be governed by principles of justice and liberality. And it is upon these principles that the board of Internal Improvements have regulated their intercourse with the company.—The work has been prosecuted with untiring vigor. Ninety miles of the road are now in use and continued by stages and steam boats of the best description, so as to afford an admirable route of traveling from the Roanoke to Charleston. The remainder of the road is under contract and will be completed next year.

The other roads which were projected, and for which the General Assembly consented to subscribe a like portion of the capital, have made no application for the State's subscription. The reason has never been communicated to the Board of Internal Improvements, nor to the Executive. It may be found, however I presume, in the inability of the companies to fill up the subscriptions to the required amount, although to one a considerable subscription was made. To the other, perhaps nothing.

Doubtless the citizens on the route of the Cape Fear and Yadkin Road, and those interested in its accomplishment, strained every nerve to bring about so desirable a consummation, and though not successfully, still the merits of the route are not impaired, and the interest of the State, and particularly of its western section, demand imperiously, its completion, to connect that rich and valuable interior with a market, and a sea port within our own State. At our particular request, Major McNiell, the chief engineer, who surveyed the routes of the Cape Fear and Yadkin Road, favored me with a sight of his report, which proved not only the practicability of constructing the road, but at a cost which can be remunerated to the proprietors. I would, therefore, recommend a renewal of the charter, empowering the Board of Internal Improvements to subscribe on the Board of Internal Improvements to subscribe on the part of State, for three-fifths, or if necessary, three-fourths of the stock, so as to insure the accomplishment of the work. Nay—so important do I consider it, that I had said for all the stock, if necessary, but for the paramount necessity of associating the State, interested and judicious citizens to superintend the details, and attend to the execution of the

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work, which is certainly within the means of the State, probably without the necessity of borrowing. Should the Bank to which I have referred, be put in operation, and make to this road the subscription of half a million dollars, and should the fourth instalment of the surplus be received in January next, which is probable, as the law directing the distribution has not been repealed, amounting to \$477,919 13 cents, with the proceeds of the sales of the Cherokee lands, say \$330,000 being appropriated to this purpose, with what individual subscription may be obtained, the funds would be provided. It appears to me as a matter of right and justice, to give the proceeds of the Cherokee land sales to opening a communication to that section of the State whence they have been derived.

There are other works of no less importance, in which I had almost said the salvation of the State requires that she should promptly and vigorously engage. On our west an effort is making by South Carolina to cross our State by a rail way, to secure to Charleston the produce of that fertile region, whilst the establishment of her South Western Bank—with a Branch in our limits, not only insures the success of the first enterprise, but by superceding the circulation of our Banks, destroys our currency, and controls our credit system. The language of the friends of this Twelve Million Bank is “that it will be to the South Western States in currency and exchanges, what the Bank of the United States was to the Union.” Should South Carolina succeed in carrying out her views as to the currency, and as to a South Western Confederacy (or league) our fears cannot be bounded by mere pecuniary loss. We should be driven to trade with Charleston, and to cherish sectional feelings until our attachments to the Union itself would become impaired. We cannot serve two masters with equal fidelity and attachment. Should no counteracting measures be adopted on our part, I should fear that she would succeed both in directing our trade and superceding our currency.

The Bank I have proposed would remove the latter apprehension, and to the remedy the former, I would respectfully propose the construction of a Rail Road from the

head of tide water on the Cape Fear River, commencing in Bladen county, running west and flanking South Carolina as near as possible, passing through Robeson, Richmond, Anson, Mecklenburg, Lincoln, and into Rutherford, and if experience justifies it, further still, into Tennessee, and to the shores of the Mississippi.

This road would intercept the produce made on the north of its line—draw no inconsiderable quantity from the contiguous districts of South Carolina, and deliver it to a market of our own on the Cape Fear. The travel on this road I have no doubt would be considerable. Persons on the Louisville, Cincinnati and Charleston road, bound north, would unquestionably take this route, avoiding thereby two hundred miles of travel, and a sea voyage. The country, from the Cape Fear to Rockingham in Richmond county, on the Peedee some eighty-five or ninety miles, presents the best facilities for a rail road of any in the States. Its surface is level, and abounds in timber of the first quality—there is but one stream to cross—Lumber river—and that is of no magnitude, in the route.

The road would be of immense importance to Wilmington on the Cape Fear, already one of the best markets in the world for

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lumber, and for furnishing cargoes of naval stores, adapted to the West India markets. The return cargoes of West India produce, redundant for the hitherto demand, would furnish supplies to the interior on the best terms.

The Cape Fear River is navigable for any size crafts to the point indicated as the starting point of the Rail Road, and below Wilmington as far as the outlets to the ocean, has been and is now greatly improving under the operations of the United States. Its depth, breadth and straitness have all been increased, and it now affords full thirteen feet of water on its worst shoal, which is progressively deepening. The new inlet bar, it is confidently believed from observations upon it, is capable of being readily and permanently improved, and as this comes within the acknowledged province of the Federal Government, it is hoped she will take speedy and effectual measures for the accomplishment of so important a work to a State that has asked and received so little at her hands.

Improvement in the eastern section of the State also demands our consideration in an equal, if not superior degree. The whole Albemarle country embracing some 20 counties has a dangerous and inadequate outlet, and for this reason has been driven to trade with Virginia by the use of her rail and other roads, and of one of the most inconveniently located canals possible. The small vessels which navigate the water courses of this section of country, are compelled to seek an outlet at Ocracoke, some 100 to 200 miles south, when their destination generally is north.

Col. Kearney, United States Engineer, who has recently had charge of a survey of that county, reports that Ocracoke inlet is closing, and expresses a belief that ere long it will close entirely. In which event vessels will be compelled to seek an outlet still farther

south, through the sound at Beaufort. This of course will throw our trade to a still greater extent into the markets of Virginia. Can we submit to this?

This section is composed of lands of the highest natural fertility, but it is so level, that to render it fit for cultivation, it requires the most expensive ditching and canaling. This defect in a country where land so much abounds and capital is so limited, has been the cause of its neglect.

The difficulty of the navigation of the Sound and of the outlet to the ocean is no doubt a superadded cause, but remove these; and there is no doubt, that these lands will become the garden spot of the State, instead of worthless land and a fertile source of pestilence and disease.

Nagshead, at the foot of the Albemarle Sound, seems designed by nature for the outlet. It is formed by a very narrow strip of beach, which divides the sound from the ocean, and which is of very little elevation above high water mark. It has often been surveyed by very distinguished engineers, and for the practicability of opening it, I beg to refer to their reports. The very circumstance of its having been so often surveyed, and so often alluded to as the subject of improvement, proves the value and the practicability of the enterprise. It is difficult to explain why it has not before been undertaken. The reason may be perhaps be found in its magnitude as a State work, and to the impression that it should and would be executed by the general government, as coming properly within the class of works belonging to it. It is now too essential to us, to be longer delayed, and must be accomplished by some power.

Nagshead is greatly more eligibly situated for an outlet, if Croatan Sound was closed, than was the new inlet on the Cape Fear, which was opened within the recollection of persons now living, and has already 14 feet of water and gradually improving.

The Albemarle and tributaries, probably discharge five times the quantity of water which the Cape Fear does, and its courses is directly for the Ocean, until it approaches some hundreds of yards, when it turns off at right angles and seeks an outlet 100 miles distant at Ocracoke.

The Cape Fear pursued a similar direction and nearer the Ocean to about the same distance, a similar beach intervening, then turned off less abruptly and found an outlet (the main bar) in 10 miles; and at the turn off a storm washed over the beach and cut out the new inlet. The Croatan Sound intercepts the water and draws it away before reaching Nagshead. Closing that sound, it appears to me, would *force* the water on Nagshead in such a body and power and with some slight assistance by cutting the strip of beach to give it a passage in the first instance, as would make the outlet.

This however, is a matter for the science of engineering. That the work is practicable all have agreed—that it ought to be accomplished none will deny who will reflect upon its immense importance to the State, both as to character and profit.

Congress in 1832 yielded the power to the State to impose a Tax on all vessels which might pass through an outlet to be made at Nagshead. The undertaking is evidently one which belongs to the General Government, where power is lodged to regulate commerce in the States, and because it would be a source of revenue to her.

It would be of more consequence to trade, industry, and commercial enterprise, to say nothing of its greater cheapness than the Delaware Breakwater, and many other works which have been promptly by the General Government.

From the Chesapeake to Ocracoke, a distance of from 200 to 300 miles, there is not an Inlet or Harbour for vessels, driven on the coast by stress of weather—under such circumstances a dull sailer cannot be kept off, and the consequence is that the coast is lined with wrecks and covered with the graves of our seamen—should Ocracoke close as anticipated by Col. Kearney, the inaccessible coast is increased some 30 or 40 miles, and with it our maritime dangers and losses.

The public prints in Virginia have already directed the attention of her statesmen to the feasibility of drawing the trade of our State even as far as the Ocracoke country to their markets. To seizing upon and stripping the carcass, whilst the limbs are yet quivering with life. Shall we submit to this? Drained by South Carolina on the one hand and by Virginia on the other, can we exist with honor or profit? Shall we not rather play back upon them their own game? The Rail Road, from the head of tide water on the Cape Fear, flanking South Carolina, may remedy our humiliating position in the one instance, and the opening an inlet at Nagshead, in the other.

Some twelve hundred vessels now cross the Ocracoke bar annually; and produce, of the value of one million dollars, passes

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through the canal, besides immense quantities in other directions to the Virginia markets. Not only all this trade, embracing the whole of that in the Albemarle country, but a large amount from several counties of Virginia lying on the tributaries of our water courses, would seek an outlet through our State by the opening of Nagshead, and go to build up a market in its neighborhood, equal if not superior to any in Virginia.

A survey and estimate of a ship channel from the Neuse to Beaufort, would afford the necessary information both of the practicability and the cost of a work to relieve the navigation and trade of that section of the country. The outlet at Nagshead would have some beneficial influence here, with the use of the Sound, and a more direct communication by a rail road to the town location on the Albemarle.

The selection between the rail road and ship channel, would be decided by the information to be required by the survey and estimate.

It is very evident that the trade of the Cape Fear cannot be carried to the Albemarle, and vice versa. Tow points will therefore become necessary, at which to locate our home markets, and to these all our roads and other improvements of navigation should be made to look and concentrate.

If roads should be located, running from the ports and markets of Virginia and South Carolina, through the interior of our State, it is very clear that all the produce and trade above such a line of road, would be carried to those markets, dividing our State horizontally, the upper from the lower part, and virtually transferring the upper portion to our sister States. They getting the substance, we retaining the semblance of a State. But if the figure be reversed the apex of the angle resting on our own Ports and Markets, running its legs into our rich interior North and West, the effect would be to concentrate our wealth and resources within our own limits.

Let Wilmington be one point, with Roads running to the North, the direction of the Wilmington and Raleigh Rail Road, and to the West, the direction of the Roads heretofore recommended, and she must eventually, at least, receive the produce and trade of those sections, and commensurately increase in size and importance.

Let a market town, at the head of the Albemarle, if we succeed in opening Nagshead, or at Newbern, if a ship channel can be made to Beaufort, be the other point, and similar roads resting upon it, will give to the trade of the country through they pass, a similar direction. And the intersection of the northern road from Wilmington, with the western road from the point on the Albemarle or Newbern, would lay open an intercourse between all parts of the State. The transportation of troops in the time of war, to the points of invasion and attack on the seaboard, with rail road facility, would be of incalculable importance. The transportation of the mail to our commercial points, adds no little to the value of such roads.

The construction of a turnpike road from Raleigh via Chapel Hill to the west, has been spoken of as highly desirable. On so rough and broken a route, I am inclined to believe that its cost would be more commensurate with its utility, than of a rail road. And if a rail road should not be constructed from Raleigh intersecting the Wilmington and Raleigh rail road, which is highly important, I should recommend a continuance of the turnpike on that route; ultimately

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to be continued to the Albemarle or Newbern, the selected point for a market town in the east.

Home markets of consumption would naturally spring up along the line of improvement—and home markets for exportation and importation on the seaboard. The

valuable results of this state of things, will be the establishment of *common schools*, by the increase of the population and wealth of the State—the bringing together the citizens of remote districts into an intercourse of trade and friendship—the removal of sectional and geographical jealousies—and the assumption of that elevated position among our sister States, to which every honorable incentive impels us.

The currency of the State is intimately connected with the subject of domestic markets. The essential requisites to our currency are, that it be adequate to the exchanges of commodities into a circulating medium, and that it be so used.

As almost the whole of the agricultural products of this State are sold in the markets of other States—it follows that the money paid for these, consist principally of the currency of the States in which sales are made—such currency is put in circulation even in this State, to the exclusion of our Own—but when the merchandise is purchased in foreign markets for consumption here, and paid for in the currency of this State, it is brought back for redemption in specie. Thus by this operation, the circulation of the currency authorized by this State, is restricted between the smallest limits—if, indeed, it can be properly said to have any circulation at all.

Home markets in which our people could both buy and sell, would permit the circulating medium of the State to pursue its appropriate function, without embarrassment. Having no foreign rival to struggle against, the amount might be safely increased to the extent required by the various wants of the community—it would be kept in active employment, and be absorbed in domestic commerce. Without home markets, its amount must necessarily be fluctuating and uncertain, because depending on causes beyond the control of the agents authorized by this State to supply it.

I know that to accomplish these works, and to carry into effect the system of General Improvement I have proposed, necessarily involves the expenditure of a large amount, and I know too that our people are too poor and too sparsely spread over a large territory to enable us to command the means at once from our private resources. We have but one alternative, and that has no bugbear terror to a mind of enlarged and patriotic views, I mean the employment of the States credit in foreign markets. In England money is abundant, and may be borrowed on State stocks on excellent terms, say from 5 ½ to 5 percent interest. This is a most fortunate conjuncture, and may never happen to us again. Wars destroy such opportunities and are of such frequent occurrence in Europe, that they may soon break out and rob us forever of the golden moments which seems beckoning us onward to prosperity and improvement. The credit of the State is all that is asked of that is required. It will involve no taxation, for if the works should be as valuable as I believe they will be, the profits arising from them will not only pay the interest of the debt, but the principle also.

I have already shown how much the present generation has done for posterity in the privation of two wars, and in the discharge of the immense public created by them—in the construction of

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forts, the building of vessels, and other matters of consumption, draining and exhausting the means of the citizens and making the country poorer. It is now time that we looked to the permanent improvement of our beloved State; here the case is quite reversed. Money borrowed and judiciously applied for this purpose twice blesses the people; in the disbursements first, and in the value of the improvements afterwards.

Gentlemen, we have no choice in this matter. Our course must now be onward, or we must sink into insignificance and ruin. Our sister States are up and doing, they are pulling us at two of our extremes, drawing from us the life-blood of our existence; and unless we act, and act efficiently, we become the humble tributary, a mere Province of our neighbors. Energy and enterprise alone can rescue our trade, redeem our commercial degradation, and place us in that elevated and appropriate position which it becomes us to occupy in the sisterhood of Republics.

Cast your eyes on the surrounding States, and you can but contemplate the results of their energy with delight and admiration. Their canals, their rail-ways, their factories, and high state of agricultural improvement, rival the best and most early settled countries of the world; whilst their moral and intellectual advancement has been stimulated by, and kept pace with, their physical improvement.

If we are unmoved by facts so striking—if illustration so practical and so decisive, fails to convince, and to induce immediate and efficient action, argument is in vain—the cause is lost—the State is doomed—and the hopes of our Patriot's sons blasted forever.

A topographical, geological and mineralogical examination and survey of the State, is considered highly desirable. The minerals and ores are believed to be incalculable valuable, and the limestone and marble which might thus be brought to light, would benefit the farming interest beyond the cost of undertaking.

The Literary Board employed C. B. Shaw, Esq. Engineer, to superintend the draining of the swamp lands; surveys have been made of a large tract in Hyde county; two canals located to Pungo and Alligator Lakes, and small portions of them put under contract. Difficulty has been experienced in obtaining bids for contracts, or more progress would have been made on the work. The law confined the Board to contracts only. If the employment of hands had been within their power, very probably more would have been done. In season, a report more in detail will be submitted by the Board on this very important subject.

The important subject of Common Schools was intrusted to the Board, that they might digest some system applicable to the crying wants of the State, and they have given it most anxious consideration. A variety of laws and systems have been politely furnished by the Governors of the States, to aid in the prosecution of this work. The result will also be communication in season. A considerable fund has been set apart for this purpose. In Bank Stock, \$1,020,700. In Rail Road Stock, \$600,000, as soon as the

last instalment of the State's subscription has been paid. Of the surplus--\$200,000, for draining swamp lands; \$61,654.11 in cash and notes on hand; \$33,500 stock Cape Fear Navigation Company; \$25,000 in Roanoke Navigation Company; making the sum of \$1,939,851.11 besides the income arising from entries of land, license to retailers of spirituous liquors, and to auctioneers; and

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to swamp lands not granted to individuals before 1836, which will probably yield an income of \$120,000 to 150,000 per annum, and would seem to warrant a commencement of system, which indeed is all that is at present required or practicable.

The State is utterly deficient in statistics from which to draw accurate information, not only upon this, but upon all other subjects. I am very certain however that teachers could not be procured for any extensive system, and as a deficiency of this class of useful individuals is a matter of complaint and regret in the oldest and best educated States of the Union, we could not draw them thence if desirable. We should adopt, in the first place, some plan to remedy this evil. Two modes have presented themselves—either the establishment of a school in some central position for the education of teachers, or an arrangement with the University by which such youths should be instructed free of charge, as would agree to devote themselves as school masters for a term of years. The employment of a permanent Commissioner to superintend this branch of the service, will probably be necessary. He may be employed for the present in obtaining all the information in the State and elsewhere, necessary to proceeding with skill and effect.

The Constitution has given to the Executive the high prerogative of exercising clemency; which; which it is his duty to do according to the best of his judgment. To render this duty the more valuable to the community, he should be placed in possession of full and accurate information of the offense and punishment, which is not now the case; such information is brought to his notice by petition and representation drawn, by partial or prejudiced hands, and I have reason to believe frequently destitute of truth. To refuse the consideration of such, however, on that ground and suffer a human creature to expiate his crime with his life, when a possibility of innocence existed, would be unjust to the power with which he has been entrusted, and painful to him. To remedy this uncertainty, a report of all the State prosecutions by the presiding magistrate of all cases of conviction under the seal of the Clerks, should be made to the Executive immediately on the adjournment of Court, and before the execution of the sentence, from which source valuable information could be derived, in which the State is deficient on all matters.

The communication of the Hon. R. M. Saunders, a Judge of the Supior Courts of Law and Equity, herewith submitted, marked E., presents another defect in the law, to which I beg leave to call your attention.

Soon after the close of the last session, in obedience to an act for that purpose, General S. F. Patterson was commissioned to redeem \$?00,000, the stock of the State

issued in 1835, which duty he performed agreeable to law, and the bonds have been handed to the public Treasurer. On observing that Congress had appropriated thirty thousand dollars to pay the claims of this State for military expenditures during the last war, I commissioned Wm. H. Haywood, Jr. Esq. to make the settlement. I am happy to inform you, that he succeeded in doing so, and received the amount appropriated, in discharge of the claims. The money has been paid to the Public Treasurer. His Report will be made at an early day.

In obedience to an act of the last session, directing the appointment of a surveyor—commissioners to superintend the surveying & selling the recently acquired lands from the Cherokee Indians; the

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appointments have made, and the duties incidental thereby performed.

The Report of the Commissioners of sale will be communicated at an early period.

Commissioners were also appointed to superintend the transcribing and printing the Revised Statutes, which duty has been performed; copies delivered agreeable to law, and the remaining number placed in the hands of Messrs. Turner & Hughes, of this place, for sale for the State.

A set of weights under an act of Congress has been received from the Secretary of the Treasury as a standard by which to regulate those for use in our State, which will require Legislative action. The importance of co-operative uniformity in all matters relative to commerce, trade, and intercourse of the different members of the Union, is too obviously necessary to need further comment at my hands, than has been bestowed on the currency and exchanges.

A compilation of military tactics, has been received from the Major General in chief, for the purpose of rendering the exercise of the Militia uniform, which will require your attention.

Six pieces of field artillery complete, and five hundred and ninety-seven muskets, the quota of 1837 inclusive, to which the State is entitled from the United States, have been received and ordered to be stored in Wilmington until deposition should be made of them by some action on your part.

The quota of 1838, of muskets, the ordinance department has requested to be informed if the State was desirous of converting, in part, or the whole, into any other species of arms. The communication is herewith submitted, marked F.

The Executive is unable to advise on this subject, except the number of arms ordered to be distributed by the last session. He has received no return of arms or men.

The law gives the Adjutant General the option of making his returns to the General Assembly or the Commander-in-chief, and I believe it has been the custom to make the return of the militia, arms, accoutrements and magazines, directly to your body, which will put you in possession of all the necessary information to enable you to dispose of the subject.

Three instalments of the surplus revenue was received from the United States during the last year by the public treasurer, amounting to \$1,433,757.39 cents, which has been disposed of agreeably to the appropriations of the last session, namely \$300,000 in the redemption of the State stock--\$300,000 subscribed in the stock of the Bank of Cape Fear--\$200,000 carried to the credit of the Literary Fund, applicable to the draining of the swamp lands--\$100,000 placed in the public treasury, and the balance, \$533,757.39 cents, carried to the credit of the Board of Internal Improvements, for certain purposes agreeable to the resolution.

The general state of finances will be submitted to you by the officers in charge of that department. I will take the occasion to suggest whether reports from all the institutions of the State, in which the State has a pecuniary interest, should not be made to the Executive, previous to the meeting of the General Assembly, to enable him to take a general view of their situations, and give to the General Assembly a condensed statement of the same.

Great reliance has been placed on limited co-partnerships, for bringing into action a considerable amount of capital. I am

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confident no injury could result from them, and as we require the active use of all our capital; I deem the subject, worthy your consideration.

At the request of the States mentioned, I have the honor of submitting communications from them to your body. From Vermont in abolition of slavery; New Hampshire relative to the surplus; Connecticut and Arkansas on the Public Lands; Connecticut on Executive Patronage—Georgia relative to the abduction of a slave by citizens of Maine; Kentucky on the currency; Louisiana relative to a Southern Convention to adopt measures against the machinations of Northern fanatics; Alabama, Ohio and Rhode Island for and against the annexation of Texas; and from Maine, Mississippi, Massachusetts, Maryland and Vermont on granting the privilege of franking to the State officers; and from Missouri resolutions approbating the conduct of the Hon. Thos. H. Benton on the expunging resolution on the Senate of the U.S., all of which are in packet A.

The resignations of Justices of the Peace you will find in packet G.

In conclusion, Gentlemen, permit me to assure you of my ready co-operation in all matters for the comfort, improvement, and happiness of the citizens of the State.

I have the honor to be, Gentlemen,
With the highest consideration,
Your obedient servant,
EDWARD B. DUDLEY.

Executive Department,
Nov. 21st, 1838

Errata.—In the fourth page, on the 22d line, by the misplacing of a space, it reads “yet *there action* went on”—it should read, “yet *the reaction*” &c.

On the 7th page, in the 4th line of the second paragraph, for “Then when shipped,” read “*There* we shipped,” &c.

Thomas Loring, Printer for the Legislature.

